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THE KENDALL WHALING MUSEUM
Sharon, Massachusetts USA

Inserted is letter to B. H. Gale
dated 1847, and envelope
franked "Savannah Ga. 1847"

1934
1865
69

83
63
20

B H Gale the author
of this Biographical Manuscript died in
Detroit Mich May 9th 1887
at 11 O'clock P.M.
Born at Newtown Fairfield Co Connecticut
Aug 7 1823

1887 5 9
1823 8 7
63 - 9 - 2
yrs mos days

the author

Benjamin H Gale Born in Newtown Fairfield Co Conn Aug 7th 1823
" " " Died in Detroit Mich May 9th 1887
aged 63 yr 9 mos & 2 days.

Incidents & Notes of Travel 1

In reviewing my past life which has been very changeble with various vicissitudes of fortune I have been led by an idle curiosity to note down some of its most prominent scenes. The lapse of time has been great since the occurrence of some of these events and the time that they were written, that I may have erred as to dates in some particulars, I acknowledge But the general features and remarks of these pages will be correct, My parents, Benjamin Gale and Clarisa, whose maiden name was Hawley, were from Connecticut; my father was a comb-maker, shortly after their marriage they moved to Richmond Va. were he carried on the comb making which was a very lucrative business, at that time, But for some cause or other I do not know, they did not remain there a long time, but removed back to Newtown Fairfield Co, Connecticut. where on the 7th day of August 1823 I was born, they having one son John near two years old at the time, afterwards my parents moved to Mamaroneck West Chester Co N.Y. my father health failing for some years he died in 1830 leaving my mother entirely destitute with two children to support, My mother destitution and straightened circumstances compeled her to resort to the only alternative and we were bound out; my brother John to a tanner & currier Benjamin Fowler of Yonkers N.Y. and myself to Ebenezer Newman a farmer in Mount Pleasant West Chester Co N.Y. in March 1832, the conditions were that for my services I was to receive my board and clothing and three months schooling at the primary school until I was

21 years old, which was the period for which
I was bound for; My new home I found rather a
hard one; and very laborius, scarcely ever ha
a day of recreation in any time of the yea
the terms of the indentures not being carrie
out in any particular. I did not go to se
more than half the prescribed time. I becam
dissatisfied and longed for the time of the e
piration of my indentures; My mother having
married again to Mr. David Dickson formerly
of Connecticut, emigrated to the Territory
of Michigan in May 1836 at that tim
a complete wilderness, I had a strong desir
to go with them; but this was impractible, fina
on the 22d of March 1840 after a service of
eight years, I left the place sans serimonie
my intention at the time was to work my
way to Michigan, with a small bundle of
clothes and 20 cents in my pocket being al
I had in the world, I started for New Yor
an entire stranger, having arrived there th
next day hungry & faint I accidentally met
an acquaintance whom I had known in th
country he took me home with him, and th
next day by his assistance I got a situat
to learn the shoe-makers trade, this was n
the employment that I wanted at the tim
but I was glad to take any thing as
as temporary employment until I had a
chance to look around me, after I had
been three or four days in my new situati
my employer learned by some means or othe
that I had left my place in the country
unceremoniously; told me that he could not
keep me any longer for fear it would a

him trouble; I remonstrated with him but it was no use, and I was again thrown on the world without a friend or a cent in my pocket, I wended my way down to the steamboat landing on the North River intend to get a chance to work my passage on some barge or steamboat to Albany and so work my way West to Michigan as I best could, while there I fell in with a gentleman by the name of Samuel Smith who kept a milk dairy at Williamsburg Long Island. and who came over to the steamboat landing to purchase cows for his dairy, I engaged with him at $6,00 per month and felt quite happy in my new situation, having worked for him two months and he not needing my services any longer I took my discharge and engaged with an other dairy-man by the name of Wilder Stearns and a gentleman he was in all its parts, my wages was $7,00 per month I worked for him five months, In looking back over my past life, I am inclined to think that that portion of it was as happy if not the happiest of any, while I lived at the two places just mentioned, every thing was new to me, I was young and buoyant, I could look out daily on the East River and see the ships & steamboats pass and repass in all their beauty, I had allways been a great reader in my youth, (which passion has not yet left me) I loved to read of the sea and ships, which with now seeing them daily gave me a strong predilection for the sea, I often went over to New York where

I mingled with seamen and went on boar
of ships in the harbour, any climbed to th
mast head and go out to the end of the yar
And finally resolved that I should som
day or other go to Sea, but I had a
strong desire to see my parents in
Michigan I therefore paid my passag
to Albany in the steamboat Illinois
having reached Albany I took passage to
Buffalo in a canal-boat I reached Buff
late in Nov, and being short of mone
and the lake navigation about to close
I concluded to defer my passage to Detroi
until the following spring; after drifti
about Buffalo for a week I hired out
for the winter to a farmer ~~for~~ by the na
of Joseph Harris for $.5,00 per month, wh
I continued till the middle of the follo
March, when I engaged my services for a
month to Capt. Norton then of the Stea
er Michigan, for $.6,00. it strikes me no
as that was the coldest winter I ever ex
perienced April 18th 1841 I took passage
in a Steamer for Detroit, where I arrive
after three days; the time occupied for the
passage of the lakes then was double to
what it was a few years after, as then
they stoped at all they way-ports and
consumed a considerable time at each po
and also they had not attained to so great
a speed as a few years subeqently.
I spent two or three days in Detroit a
then started on foot for Pontiac where I arrive
the same evening, as I did not know the
name of the County or town where

parents resided I concluded to go no farther until I should get some information as to their whereabouts, I therefore engaged my services for a month to William Thomas propriter of the rail-road hotel, for the sum of $8,00, A few days after I heard of my parents accidentally, and that they had settled in the town of (Deerfield) Livingston Co, (though the county and town was not organ until a year after they had settled in the place), I immediately went out to see them not having seen them for five years previous, after returning to Pontiac and finishing my month with my last employer I engaged with Erastus Frances to work on a brick yard at $13.00 per month. while residing at Pontiac I was seized with a strong inclination again to go to Sea, and the more my mind dwelt on it, the more anxious I became to be a sailor, In Oct, of the following summer I was taken with the fever & ague which was the first sickness that I had had for ten years, this complaint I have since found to prevail in nearly all new settled countrys, this was probably the turning point in my life, had my health continued and the country been generally healthy I should probably have gone home that winter as I had previous designed to do, and in all probability I should never have gone to Sea, However as soon as the fever and ague was broke, I took my discharge, and started for New York in the

last of Oct; 1841. shortly after arriving a
New York my means being exhausted b
frequenting the Theatres and other places of
amusement the Theatre in particular of whi
I was and am at this day an ardent ad
mirer of the drama; amounting at sometim
to almost infatuation; I eked out a precari
living by accepting of such small jobs of
employment as I could get at unloading sm
vessels in the harbour, I shipped on board th
sloop Shakespear Capt Henry Squires of Cox-
sackie then running between that place
and New York, my wages was $8,00 per
month; here then I had commenced life
on an entirely different element from any
previous, and one that is as fickle as it
is sometimes false and cruel, After I had
been on board the sloop nearly two month
she was frozen in at the docks at Coxsac
and had to lay up for the winter, the crew
were discharged and not having any other
place to go, I paid my passage to New Y
in a steamboat which was barely able to
force her way through the ice, Once more
in New York I was soon reduced to straight
circumstances, I made several applications to
go to sea on board of ships, but could not
get a situation as they did not want to
take any but what had some experience
the American system of procuring a sup
ply of seaman for her merchant service
occasioned by the death & retirement of
the older seaman, is very different from

What it is in the English merchant service, they have a regular system of apprenticeship where boys are bound to the Sea service for a term of three to five years, while in the American merchant marine the supply is drawn from green hands that have served a term in the whaling & naval services and mostly seaman from foreign nations who leave their vessels in an American [illegible] and also from boys who have served in coasting vessels with a few who are taken as cabin boys, Consequently I was not very successful in getting a situation to go to Sea in a merchant ship, which was most what I wished for finally a hand bill attracted my attention advertising for landsman to engage in the whaleing fleet fitting out for Sea in the port of New Bedford, Massachusetts I went to the agents office and engaged at once my passage was paid in the sloop Corinthian, after I got to New Bedford I went to a boarding house which was furnished me and paid by the fitter out on the credit of my share of the voyage in which I should ship all clothing and other necessary articles where furnished me in advance on the same terms, on the 26th of Dec 1841 I shiped in the whaling Brig Juno Capt. Daniel Spooner, bound for the Coast of Africa and the South Atlantic Ocean to cruise for Sperm whales, we where fitted for a twenty months voyage, and expected to be absent two years, Oct. 1st 1842 This day all hands were ordered to be on board at an early hour as the Brig was to sail on her destined voyag at 12 oclock we cast loose from the whar and hauled out in the stream when w hurra gave three hearty cheers which was answere by the crowd on shore, collected to witne our departure, we made all sail and steered down the Bay under the charge of the pilot at 4 P.M. ~~at~~ the wind be-ing ahead we cast anchor in ~~[illegible]~~ Buzzard Bay, and as the wind was like to continue in the same direction for som time the Capt. & Mate went ashore and b to New Bedford were their familys lived until the wind should come fair to proce to Sea, after the sails were furled the crew were divided in to anchor watches, to stand watch at night two hours each an two men in each watch, my watch being from 12 to 2 P.M. in company with a young man James B. S. Denniston of Catskill N. York I took my station on deck with orders from the last watch to keep a good look-out, if a chan of wind should take place, or increase so that the vessel should drag at her anchors or any other occurrence should take place to report the same to the 2nd mate who had charge of the vessel, Here then I had a chance for reflection on the course that I ha taken, I paced the deck back and forth abso in my own thoughts, I had cast myself loose from Terra Firma and all that I held dear thee, and had now embarked on an uncertain voyage of two years in a whale ship, uncertain as to the results of the voyage as wether I should ever return, or again the uncertainty as to the ~~char~~acter of the Capt. and officers and crew of the ship in which I had identified myself with, for however tyranical the former may be, there is no release from the ship nor tyranny until the end of the voyage or by desertion at some of the Island Ports at which ships generally stop at to recruit in wood and water which would be as bad as remaining in the ship, These reflections made me sad, and I now began to regret my ever embarking for Sea, I communicated my thoughts to my companion of the watch, who also had reflected on the subject simelar to myself, when he proposed that we should undertake to lower the quarter boat in silence and make our escape to the shore, this I would not listen to, for fear of Detection, and also from motives of concientiousness

Jan 2d the wind being still unfavourable to proceed to Sea we remained at anchor all day, at night the anchor watch was set, as the night previous, the Capt. & mate came on board towards night

Jan. 3d at 6 A.M. we were startled by the boatswain cry of "all hands ahoy" which being the signal for all hands to muster on deck preparatory to commencing some ships duty, the wind had shifted to the N.W. and was blowing strong & cold. We weighed anchor. main sail, and proceeded to Sea, scarce had we got clear of the land, and out to Sea which was very rough than most of tho who had not been at Sea before began to b very sea-sick, all hands were mustered on deck and the crew were divided in two watches, called the larboard & starboard watch mine was the starboard or Capt's watch, our course was S,E, as we were bound to cruis off the Canary Isles, & the Coast of Africa at 2 P.M. we were out of sight of land long and earnestly did I watch it as it receded from my view, as if I never was to return to it again

Jan. 4th this day was more pleasant, and milder the wind had moderated but the Sea was quite rough, the water had changed its colour from a light green to a sky-blue indicating off soundings, in deep water, Jan. 5 wind shifted to the S.E. atmosphere hazy with an appearance of a storm at 10[#] P.M. the gale commenced and increased the light sails were furled and the top-sails reefed the Sea ran very high and frequently broke over ~~us~~ and flooded our deck with water, the Brig rolled and plunged abo

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* Note. It should be understood that the nautic and civil day do not begin at one and the sam time. the nautical day of Jan. 6th would begi at 12 M. of Jan. 5th or 12 hours sooner. This mode of reckoning time is to have the day end at 12 M. when then the observation are taken for the Lat & Long. But the time in this journal will confom to the civil t

so that it was impossible for me to keep my feet; we had to hold on to belaying pins and ropes to grope our way from one end of this vessel to another, our courses were furled and we had to heave too under a storm-try-sail, we had one of our quarter boats stove in by the sea, at daylight the gale increased in violence the royal & top-gallant yards were sent down on deck to prevent the masts being carried away by the board, the sea continually breaking over the decks and drenching us to the skin, but the water was warmer many degrees than the atmosphere showing that we were in the gulf-stream which makes round the coast of Florida from the gulf of Mexico, this place is noted for its changable and tempestuous weather, but of this remarkable current or gulf stream I will speak more of hereafter, the stormy petril were hovering around under our stern now flitting on the top of a breaking sea and now descending in the trough ~~[illegible]~~, perfectly at home any where. and when any thing eatable was thrown from the ship they would scramble and fight over it. it is remarkable that so few of the petril are seen in fine weather, while in stormy and tempestuous weather they seem to be called into existance

Jan. 6th the storm having lasted twenty four hours now abated and the wind fell to a calm, but the Ocean continued rough and agitated by violence of the storm. a light breeze sprang up we held on our course

After we had been at Sea a week, the
crew were divided into boats crews. eac
boat contained six men, five at the oa
and one to steer, mine was the tub oa
in the waist boat: we were then put in
a perfect state of organization for the
whaling service. and exercised in loweri
the boats and pulling for imaginary
whales and throwing the lance and harpoon, but of a more minute description I
will speak of again. A lookout was kept
at both mast-heads every day from sun
rise to sundown, no matter what the
weather may be; rough or calm the lookout
must be kept, which is relieved every
two hours, we frequently fall in with
a small species of whales called black-f
which we often succeeded in catching from
one to four at a time, they make about
three barrels of oil each though it is
inferior to sperm oil

Feb. 5th 1842 this day we were startle
at day break by the cry from mast-head
of "land-ho" immediately all hands were
on the lookout for the land, I could discern nothin
that had the appearance of land, but stretch
far away in the horizon lay what appea
to be a large dark cloud perfectly at rest
only its outlines were more defined and
regular, this the older seaman informed
me was the land, it proved to be the
Island of Palma belonging to the group of
the Canary Islands

At noon we were within about 12 miles from the land, which was so elevated that it did not appear more than three or four, we could distinctly see the fields under cultivation and the more larger houses and fancied that we could see the vinyards from which the luscious grapes and other tropical fruits are taken, and from which the famous Tenneriffe wine is made: this was the first foreign land that I had ever seen, Oh! how my heart bounded to be on shore among those delight-ful hills and valleys, and mong the groves and gardens, for by this time I began to be wearied of life on board ship. but we had been too recently from port to land at the Islands; we continued on our course S.E. intending to cruise off Cape Blanco on the coast of Africa. we frequently saw vessels at Sea, but they were at such a distance that we did not speak them

Feb. 22d at 1 P.M. the cry of whales was heard from mast-head, instantly all was on the alert. the Capt. ascended alloft with his spy glass in hand to see what could be made out of what had attracted the attention of the man at the mast-head, he had hardly seated himself on the crosstrees and taken a look with his glass than he reported them to be sperm whales on the lee-beam and about four miles off. he descended to the deck and all was excitement and enthusiasm, to those who have never

been at sea in a whaling ship during
the capturing of whales, can form no con
ception of the bustle and excitement
that is created, nor could I give any adequa
description of it, it far exceeds any thing tha
I ever saw, The sea was very rough and th
wind blew almost a gale, but this is no
ing to be thought of when whales are in
sight, the main yards were hauled ab
and three boats lowered in pursuit, af
two hours of hard work, peril and excitem
we succeeded in capturing three small whale
which when tried out made sixty barrel
of oil. I will here endeavour to give a brie
description of the manner of taking sper
whales (for it should be borne in mind
that there are two principal species of
whales for which ships are fitted out for, th
right or black whale which frequents and
lives in the Artic and Antartic seas, and th
sperm whale which lives in the tropics an
near the equator, their habits are entirely
dissimular as also there is a difference in the
manner of taking them) When any thing
is discovered by the lookout at the mas
head, he sings out (if he sees a spout) "the
she blows" (if a break in the water) "there
she breaches" or any other sign of wha
the cry is relative to what is seen, "where
away" the lookout is hailed from the dec
"On the lee-beam" or wherever the directio
may be, the ship is immediatley kept
off toward the object; all is now excitem

nd enthusiasm, every man takes his station some to trim sail and some to stand ready to lower the boats, the Capt. mounts the rigging spy glass in hand, and gives orders to steer the ship from aloft, the boatsteerers in the mean time look to the gearing of the boats (which are supposed to be in readiness at all times) that the harpoons, lances, line. oars &c, are in their places. each boat carries besides the oars a mast and sail which can be unshiped at pleasure. three harpoon, two lances, a tub of ~~the~~ size of an ordinary wash-tub which the whale-line is coile in, a set of paddles to be used when the sea is still to prevent making a noise, a piggin to wet the line when it is running out to prevent the friction setting it on fire, a set of signals, a boat compass, a keg of water, a keg containing some biscuits, three or four sperm candles, some matches, and various other small articles in case the boat should get seperated from the ship and be obliged to stay out over night, a hatchet and knife at the bow and stern, if necessity required to cut the line. As soon as the ship is within a mile or so of the whales the Capt; gives orders to "haul back the main yard" and "lower away" the ship is hove too, and all the boats are lowered into the sea. the Capt; Mate, 2d Mate, and 3d Mate each has charge of a boat, the ship is left in the care of the ship keeper, ook & steward. the whales remain above

water about twenty minutes spouting or be
ing which is an act of breathing they th
go down where they remain about a ha
hour when they rise to breathe again it
at this time when they are caught, as so
as the boat gets within fifty yards the
boat-header crys "stand up" the boat-steere
who pulls the bow oar at this time pea
his oar and stands up with the harpoon
ready to strike. as he gets within thirty or f
feet he throws one or two harpoons in the
whale if he can, the order then is "stern
all" which is backing off from the whale,
as soon as the whale feels the barbed ir
in him, he throws his huge body almo
out of water and lashes the sea with
great flukes. until it boils like a pot
he then sounds from thirty to forty fat
or takes a start ahead on the surface of
the sea, the harpoons are attached to the l
that passes from the tub around a billet of
wood at the stern, called a loggerhead and through a chock in
the bow. ~~atthen~~ boat-header now changes
places with the boat-steerer who takes the
steering oar. if the whales goes down the
is let run. and water is poured on it to pre
ent line by friction, if he starts ahead the
line is held on to by a turn around the l
ahead, and he tows the boat at a rate o
ten or fifteen knots an hour, as soon as he
stops or slacks up the boat is hauled up
to him by the line when the boat-heade
throws the lance into him, which instan

alone kills the whale, the harpoon being merely for the purpose of holding on to him, if in sounding the whale is likely to take all the line out of the boat, a signal is made for another boat to come and make fast her line these lines are from seventy five to a hundred fathoms long) as he stops sounding the line is hauled in as he rises to the surface to breathe when a lance is thrown in him, and the order of "stern all" and the line let run again, and by this manouvre repeated till the whale gets his death blow when he spouts blood, goes in his "flurry" or death agonies and "turns flukes" or floats on his side, the ship is then run down to the whale if to windward, if to leeward the whale is towed by the boats to the ship and made fast along, and now for the process of "cutting in" two large tackles are rove and suspended from the main-top and the falls are brought to the windlass, stages are rigged over the side of the ship for the men to stand on, secured by a belt around the waist, and with an instrument called a spade, which is a broad blade about six or eight inches wide at the edge and tapering up to the shank in which is a long staff or handle, he cuts a strip in the blubber of the whale called the "blanket-piece" a man gets on the whale, with a belt around his waist to which a rope is attached from the deck to haul the man up in case he should

ship off in the sea, which from the s
-eliness of the whale and the heaving of
-sea he freq-ently does, he toggles the b
strap of one the tackles in the "blanke
piece" and then it is hove up by the w
lass as high as the rail when the oth
tackle is toggled in the strip of blub
below the first-one, when a piece is cu
off to which the first-tackle is attach
and lowered to the blubber-room in the
hold, the second tackle is now hove up
by windlass, and the other hooked on bel
again as in the first place, and so repeat
alternately until the blubber is all h
in, the men on the stages cutting the
"blanket-piece" or strip as the whale rolls
round; the blubber from which the oil i
taken is a coat of fat on the out-side of
whale about from six to ten inches thick, a
the head is cut off the body of the whale
is cast off and let go, not seeming to
having diminished any in size, the lo
jaw is then seperated from head and hov
on deck, a division lying on the back of t
head called the "Case" is then cut from th
rest of the head, this "Case" is a cavity in the wh
length of the head, and is of the diamete
of a barrel and is filled with pure oi
in a jelly state, two tackles is hooked on
one on each side of the case, it is hove up
partly out of water and the oil bailed out
by a long narrow bucket into which is ins
a long pole and then whipt up by a rope

this Case makes from six to ten barrels of oil which has to be boiled to make it keep, another division in the head wedge shaped called the "junk" lying between the "Case" and the upper jaw, this is seperated from the upper jaw which is let go as worthless and hove in on deck, this "junk" is almost pure oil in a jelly state intersected with fibres and sinews, the head of a sperm whale usualy makes about one third of the oil for the purpose of trying out the oil, two large caldron kettles are fitted up in brick mason work on deck, the blubber is minced up in small slices and put in the kettles under which a fire is kept by burning the scraps as fast as it is tryed out, when sufficently boiled the oil is bailed out in a large copper cooler, and when cooled is put in cask and stowed in the hold, the under jaw is nearly round and small when compared to the upper jaw, it has two rows of teeth one on each side, twenty-four teeth in each row, these teeth are from four to six inches long and about three inches in diameter and are valuable as ivory the bone is used for various purposes in manufacture, theres is no teeth in the upper jaw but sockets for the teeth of the lower jaw to shut into

While trying out the oil the ship is hove too under close reefed topsails

March 2d 1842 this day we discovered another school of whales we lowered the boats in pursuit and succeeded in capturing

two of them which made forty barrels of o
March 6th we were boarded by the "B
Brig-of-war Rollo under the "right of se
claimed by the British government for th
impressment of natives of Great Britain o
of American merchant vessels in the Briti
navy although we had two on board th
having American protections and the Capt.
protesting against their right of search th
left us without molestation
March 10th we made the Isle of Sol of th
Cape Verd Island a barren and sandy Desert
uninhabited excepted by a few persons engag
in making salt from sea water by solar
evaporation, from which the Island takes it
name, Sol from the Portuguese being Su
in English the Island belonging to the
Kingdom of Portugal, we did not land bu
sent a boat close in shore to fish of wh
we caught a good quantity; sailing from thence
made Cape Blanco on the Coast of Africa lyin
to the N.E. we were struck with the phosph
appearance of the water at night seeming full
of little sparks of fire when the Sea was ag
tated or in motion but appearing the most be
tiful from the ~~foam~~ under the ships bows w
under a good head-way, this singular phenom
is caused by myriads of little animalculae exi
ing in the water and is most noticeable in the
tropics, large schools of flying-fish were cons
ly rising out of the water and flying to wind
ward and being scared up by the ship fly u
their wings (which is thin and membraneous lik

the wings of a humming-bird become dry when they have to light in the water to rise again and very frequently fall short and light on the ships deck, they are very good to eat-

April 9th we spoke the India ship Sartella from Calcutta bound to Boston, we boarded her and sent letters for home, we continued cruising around the Cape de Verd Islands and the Westan Islands but did not have much luck in seeing whales. we caught several black-fish

May 1st 1842 we made the Island of Flores the most northerly but one of the group of the Western or Azores Isles we landed at the town of Santa-Cruz; with what a light heart I steped my foot on shore after a few months confinement on board ship, this was the first foreign land that I had ever trod on; all nature was in her loveliest garb and the scenery of the Island was delightful, the inhabitants welcomed us ashore, expecting no doubt that we would trade considerable with them, as they usually do with American whaleships that stop there, the buildings are mostly built of small stones laid in mortar and whitewashed which gives it a very pretty appearance, the land of these Islands is very fertile, requiring but very little cultivation to produce an abundance, yet the inhabitants are not in a prosperous condition, as I have since found to be the case in all priest-ridden countries, these Islands belong to the Kingdom of Portugal, and two large revenues are yearly levied on the

inhabitants, in proportion to their wealth
one revinue goes to support the home g
ernment, and the other to support the
priesthood, begetting among the people an indiffer
about their producing more than enough for
their actual immediate wants; we had
intercourse with the people during the day
(as many of them can speak English) at night w
stood off land and hove too until next
morning when we landed again, we sold
some black fish oil to the people and b
fruit and vegetables in return, on the 3d of th
we stood to Sea again, we cruised in Lat: 3
N. Long. 30° W. without sucess in June we p
in to the Island of Fayal to recruit in wood
water, Fayal is the most important of the
Azores Islands, it is quite a place for sh
ping and commerce, we discharged a hund
barrels of oil on board a Bark for Boston
to be reshipped to New Bedford, there is an
American Consulate established at this Port
for all the Islands; Fayal is a really Cathol
town it has its cathedrals and convents
from which its bells ring for worship al
most every hour in the day; two of our
crew being disatisfied with the voyage ra
away here but by a small reward from th
Capt, was captured after a stout resistance, by
half a dozen of the natives, for their off
they were put in irons and confined in the ho
for two or three days, all tropical fruits
grow here in abundance and are cheap, after
being at anchor three or four days we wei

Anchor and proceeded to Sea standing Northwards of the Islands were we took a whale which made sixty barrels of oil, this was the first whale that we had seen for four months.

July 4th 1842 this being independence day we celebrated as best we could, the gun was got up from below and fired with an addition of small arms such as muskets and carbines, at dinner we had a "seapie" made of a logger head turtle that we had caught the day before and a supply of "auguadent" a portuguese liquor resembling whiskey, the national flag was flying from the mizzen peak during the day and the private signal from the mast-head at sun-down a salute was fired, and the day ended with a fandango on the forecastle with a banjo and flute for music

July 25th this morning at daylight we made the peak of Pico which is elevated four thousand feet above the Sea, its summit towering far above the clouds, this Island lays to the south of Fayal were we were bound, it seems incredible that we should see the land at such a great distance about seventy five miles, but such is the fact we saw the high land of Pico in the morning and wind being fair we sailed eight knots an hour and did not arrive off Fayal till near sundown, The next morning we came to anchor in the harbour, after staying two days in Fayal we put to Sea again, steering South we cruised off and on about a fortnight, when we returned to Fayal but the wind being strong ahead when within twenty five miles of land, and not being able

to beat the Brig up to the harbour that nig
the Capt lowered the boat and selecting the cre
from the company of which I was one of the nu
we pulled in to port arriving about sundown
this was the longest pull or rowing that I h
ever had at one time a distance of twenty f
miles in four hours against a head wind and
head sea, of which no other boat but a whale b
could have accomplished, but I was willing to
the task for the pleasure of going on shore
and also I had contemplated deserting the Br
at this port, but after the Capt, putting co
fidence in me, and picking me out as one tha
would not run away, and giving me money
to spend whilst on shore I could not betray
his confidence, we stayed on shore that night
being the first time that I had slept on
shore since joining the vessel, the next morn
the Brig had beat up off the mouth of
the harbour, but not having any special business her
she did not come to anchor, at 9 A.M. we
went on board and stood out to Sea steering
Eastward shortly after we fell in with a schoo
of whales, and after an exciting time and ha
rowing of four hours we captured one which w
tried out yielded seventy barrels of oil, the
day was calm with intense heat, I had
when rowing and being sweaty tore my sh
across the shoulders leaving my shoulder
and arm unprotected from the fierce rays of t
sun which poured down in its intensity
actually burning my skin to a blister so tha
the skin sliped off shortly afterwards leaving

the surface as raw as a piece of beef. adding to this our water keg being empty when leaving the ship through negligence, we suffered from an intolerable thirst. sometime in August we shaped our course for the Island of Graciosa, having stood close in shore we altered our course and sailed over for the Island of St. George, we did not come to anchor but sent a boat ashore with a barrel of fish oil to trade with the inhabitants. oil being our capital stock to trade on, at night the boat returned laden with fruit and vegetables, it is essentially necessary that whale-ships should land quite frequently to procure fresh provision and fruit as a preventitive of scurvy a disease that commences by swellings of the legs, feet & arms and soreness of the mouth and gums and unless checked is sure to produce death, this disease is caused by being confined too long on board ship and the eating salt provisions, no land animal can long remain on board a ship at Sea, unless abundantly supplied occasionally by something fresh and green that is grown on land, cats and dogs, will have fits fowls will die after a while unless supplied with gravel and other things, hogs will live and thrive the longest but they too will droop, and die of the staggers after a while and man will die of the scurvy, in merchant ships these evils will scarcely ever occur as the time occupied in sailing from port to port is short, but it is confined to naval ships and whale-men particularly the latter

Steering to the Eastward of the Islands we cruised tween there and the Canaries without success, o the 15th Sept we came to anchor at Port-P Island of Terceira. this town is but a short dis from the town of Angra which was destroye by an earthquake, and its effects could be traced to this place by the rents and chasms in the rocks, the whole group are no doubt of volcanic origen, the inhabitants informed m within their reccollection in 1811 that an Isla was thrown up out of the Sea which was preceded by the shock of an earthquake o the coast of St, Michael that it remaine above the Sea for several months and then gradually disappeared, We found several merchant and whaleships in port, the scenery on thi Island is very beautiful and the inhabitant appeared to be in a more prosperous conditi one of our crew Israel Nichols deserted us h a reward was offered for his capture but w did not see him again, we afterward spok a vessel that had visited this port who i formed us that they saw him there, that had learned the Portuguese language an acted as a lingeister for foreigner that landed there; on the 17th of Sept. we weighed anchor and put to Sea again shapeing our course towards the Cape Verde Island, in Oct, we came to anchor at the Island of St, Vince a barren and almost uninhabited land. This Isl is a half-way coaling station for English Steamers bound to the Cape of Good Hop and the East Indies, the coal is broug here in vessels from England. it is also a stopping place for whale ships to recruit in wood and water, but this appears absurd as there is but two wells of water at the Port, and ships are not allowed to get water until the inhabitants of the town are supplied, and wood is more difficult to get than water as there is no timber on the Island, except a few oases where a low bush or shrub grows the largest not more than six inches in diameter, this has to be cut in sticks a bout four feet long and carried on the backs of asses down to the landing place as there is no vehicles there, There is large flocks of goats there which are milked regular as cows and the milk mad into cheese, this together with their trade in goat skins is their principle means of support there are a few cows and swine. We had while laying at anchor there which was three weeks a plentiful supply of goats meat, We also found an old acquaintance here, the British Brig-of-war Rollo, she had lately a brush with an American slaver off the Coast of Africa, but did not succeed in capturing her, two of our crew deserted us here which was a wild undertaking as they must have starved to death if they had stayed in the mountains untill we had sailed, as they could not come down in the town until then, and they could have got nothing where they were, the Capt. spying them with his spy-glass in the mountain sent a posse of natives to capturing

them, of which they succeeded and brought
them on board again, for their offence they
were tied up and flogged, this was the fir
flogging that had been done on board since sa
ing. Having taken in a supply of goats and wo
we weighed anchor and put to Sea
Nov. 10th 1842 we croſsed the equator, we foun
the weather very warm and sultry, with variab
winds and frequent showers of rain, from 23°
N. Latitude to within 3° of the equator the E
N. E. trade winds blow constantly. and from 2
S. Latitude to within 3° of the equator the
S. E. trade winds blow, at the equator the wind
are variable, this phenomena is supposed to
caused by the Earth's rotation, meeting near the
equator and causing variables and calms. This
constant blowing of the trade winds from the Ea
ward also causes a current of water to set
acroſs the Atlantic in the Carribean Sea where
meeting withe resistance from the land it tak
a Northerly course through the Gulf of Mexic
so around the Capes of Florida causing the
Gulf stream, then along the Southern coast of
United States as far North as the Latitude of
Charlston thence in a N. Easterly direction North
of the Azores Islands, thence tending S. E till it
strikes the Coast of Africa and Southerly along
that coast to the equator causing a perpetual curre
to flow, this causes the water in the gulf stream to
several degrees warmer than the temperature of the
water each side at the air. Having croſsed the equato
we took our course to within a few degrees of the
Island of St Helena thence Westerly to the Browles Ba

a noted whaling ground, we captured one whale which was the largest of any during the voyage. he made eighty barrels. but would have made one hundred and twenty if we could have saved all of him, which was impossible owing to the roughness of the weather at least forty barrels was lost according to our calculations. on the 6th of Dec. we put in to the Island of Villa Grande on the coast of Brazil about one hundred miles South of Rio de Janerio. I went in the boat ashore with the Capt. to see the Governor to get permission to procure wood and water, the Governor gave us permission, and treated us very kindly and ordered us a very strong cup of coffee. without milk. of which he seemed to think a great treat. coffee here is the principle article of commerce, of which great quantities are raised. it grows on a low bush all over the Island and apparently without much culture. we frequently saw droves of negros of fifty, to a hundred marching in Indian file along a narrow path with each a bag of coffee on his head. the product of his days labour led and followed by two white men as overseers (for slavery exists here)
Wanting some blacksmithing done to our whaling irons and there being none suitible here, we started with a boat for Villa Grand a large town on the main land about twelve miles distant, the wind was blowing strong ahead all the way which made hard rowing to fetch by the boat, this we found to be a beautiful and and pleasant town lying at the foot of a high hill or range, there was a large Catholic Cathedral finished in superb style permission being granted we entered with uncovered

heads, the organ struck up a peel shortly af
our entrance wether to attract us as strangers a
for their regular service I know not, the tomb
of many of the dead were beneath the marble f
a Statue of the Madonna and child said to be of
gold stood near the alter, emerging from this im
posing structure of the religion of Rome. we saw
out in the streets, groups of black women were
setting on the shady side of the buildings pic
over the coffee ready for market, a kernal at
time, a slow and tedious process. going to a lit
stream of water that runs out of the mountain,
saw scores of black women washing. using the
it may seem incredible, jack-ass manner for
and beating and pounding the clothes out on t
rocks, we saw here two circus proprieters wit
their company from Boston Mass. also a s
maker from Catskill N.Y. which was rather
gular for such an out of the way place, having
got our blacksmithing done in time we return
to the ships, two seamen 'portuguese' deser
us here we never recovered them, all tropica
fruits grow here in abundance and are cheap
mahogany is used for common fire wood, the
Island is a rendesvous of slavers one cargo lan
while we were there. I procured some beautifu
nautilus shells here, having recruited we weigh
and put to Sea, steering S.E. off the Rio
La plata, where we encountered a severe blow
and storm which lasted eight days, we was o
bliged to strike our top-gallant-masts we here
saw a large school of whales and lowered two
boats in pursuit, a harpoon was thrown

one, but we could not capture him, he towed us about all day, and the Sea being very rough, the boats were many times in danger of being swamped finally he stove one boat so that it filled when we cut from him loosing four harpoons and about seventy fathoms of line, we continued cruising south till within nearly the Latitude of the Falkland Islands were we captured a whale that made sixty barrels of oil, we were now in an entirety different hemisphere the Sun was North of us at 12 oclock, we had long since lost sight of the North Star and the constellation of Ursa Major, but the constellation in the Southern hemisphere are more beautiful than the Northern there are the Magellan clouds, apparently a small cluster of ~~cluster of~~ white clouds that answers for the polar Star in the Southern hemisphere and always bear nearly due South, of birds there is the Gony or Albatross a bird resembling and as beautiful and large as the swan, they live almost entirely on the Sea even in the most rough and boisterous weather, they will ride on the billow with their bill under their wings, another beautiful bird I know not the name about the size and resembling a duck, we caught one with a hook baited on a line and put him on deck, they cannot fly off the deck nor land nor on any hard substance as their legs and feet stand out-behind, they can fly out of water for then they stand up on their feet which brings their wings well out of water so that they can raise. We

had some sport with him in making him fig
with a game cock that we had on board, but th
cock came off second best, when we tossed him
over the side in his natural element.

March 17th 1843 this day we altered our cours
and steered Northward we were now homewar
bound, with what joy and delight I heard
the order to bear away and learned that we wer
homeward bound, off the Martin-Vas-Islands w
captured two small whales that made thirty
barrells of oil, we spoke the whale ship
Braganza of New Bedford on her return voy
age from the N.W. coast of America after an
absence of five years she was loaded with
oil and bone. In sailing around the Cap
St. Roque we experienced a succession of
advase winds and weather, with mutch
rain and squally weather, Two of our crew
were taken down with the scurvy so that
they were unable to walk, their feet and
legs being mutch swollen, this was the firs
and only sickness that we had during the vo
age. I will here mention an occurrence that
happened to myself, that I forget to stat
in its proper place, In August 1842 the
weather being very rough, a strong wind
and heavy sea running, while engaged i
some service on the taffrail the vessel g
a heavy lurch to windward, causing the span
er boom to swing over, striking me in its
course and knocking me overboard, I wen
down some fifteen or twenty feet when
rose to the surface, but I could not

keep my head out of water but for a breath or two at a time, as the waves tumbled me over and over like a cockle shell, two planks were thrown overboard for me to float on until they could lower the boat, but they drifted out of my reach far to windward, I began to despair of life, I doubted of the abilities of crew to reach me in time with the boat to save me, but I could hear their voices calling to me to hold out, at the same time as I was lifted on the top of a wave I could see the boat coming to me, which reached me in time when I was hauled in the boat and lay exhausted for some time, the ship in the meantime had drifted far away, however, after getting on board I soon recovered and by next day felt none the worse for my ducking.

Arriving in the Latitude of the West Indies we were struck by a whirlwind and white squall which blowed away several sails from the yard. Lat. 38° N. Long. 65° W. we spoke the Hamburg Brig Express from the West-Indies bound to Hamburg she was short of provisions & water we supplied her with water as provisions we had not to spare, asking no compensation, A few degrees to the North and West of the Azores Island, something white in the water attracted our attention, we lowered one of the boats to go to it, when it proved to be a bunch of flour of half the size of a barrel. it had evidently been washed overboard from the deck of some vessel in a gale and had originally been a barrel of flour, but by being tossed about in the sea and the staves swelling it bursted the hoops so that the staves and hea came off leaving the flour in a compact bo to drift. how long it drifted about in th situation it was impossible to tell but undoubtedly many months, when taken on board it was found to be wet only to the depth two inches, the water having formed a pa on the outside preventing its wetting any fur the inside was dry though somewhat damp the flour was used in making biscuit and "flap-jacks" and was apparently as g as that we had on board, We frequently fe in with schools of dolphin and albicore and s times "skip-jacks" from which we caught many of them, they always made an excellent dish particularly the dolphin and was quite a relief to the salted provision diet that we were confined to

June 1st 1843 we this day spoke a schooner f Portland Me, bound to Philadelphia she w laden partly with potatoes a boat was sent to board her to get our correct Long. and also procured to buckets of potatoes one buc was kept for the Capt. and officers and th other was sent to the forecastle for the cre these were the first potatoes that we had seen in ten months, they were immediately divided among the crew when they were eaten raw sk and all, and I certainly never eat an apple w better relish than I did these raw potatoes, th are a most sure antidote for the scurvy

June 9th we spoke a New York pilot who gave
us the distance and bearings of Block Island
towards evening we fell in with a large fleet
of mackeral vessels, of fifty or more, we boarded
one and procured some fresh mackeral which
was really a treat; the night shut in thick
and foggy and we were fearful that we
should have to stand off shore and would
not be able to arrive the next day
June 10th 1843 this day came in pleasant
and clear, the wind at S.E. we stood in un-
til 9 A.M. we made the Island of No-Mam-
land, the gun was got up from below and fired
a signal for a pilot, who came on board
at 11 A.M. from a pilot boat, As we entered
Buzzards Bay. Oh how my heart bounded with
joy at so near an approach to home again, for
it appeared to me at home any where in the
United States, in contradistinction to being so
long confined on board ship, every object as
it neared to view became doubly dear to
its being absent so long. with what different
feelings I had now on this last day of the
voyage to what I had on the first day
when sailing out, to only those who have had
the experience can realise it, as we neared
the harbour sail after sail was taken in and
furled. and at one o'clock P.M. we swung
in along side of the wharf, made fast and furled
sails, here then the voyage was ended and
I was free, and no bird ever was released from
confinement with more joy than I was, I went
out to the commons of New Bedford and

laid down on the graſs and rolled over and o
the smell of which was delightful, two of th
crew had to be carried ashore, being unab
to walk with scurvy, a few days subsequen
to our arrival after the cargo of oil was disch
and gauged (we having taken five hundred
rels of sperm and black fish oil) I called on
the owner Barton Ricketson Esq. and settled u
he having paid our outfitters bills at saili
and also send clothing to sea for the men du
the voyage when I found that instead of an
thing coming to me I was twenty-eight dolla
in debt to the owner, this of course was never redee
nor did they ever ask for it, it being a co
mon occurrence I for the first time now learne
for men to be in debt to a ship owner after
return, however Mr Ricketson was a gentlema
and gave me employ on board of his ship
that were in port until I could find some
better, After staying in New-Bedford about a f
night I found an opportunity to work my paſsag
in the schooner Ellen Rodman Capt. Sheppard to
York, landing at New-York the last of June;
was completely destitute, not poſseſsing more
this worlds goods than I actually stood u
in; the whole not valued at five dollars
July 5th 1843. I shiped on board the packet-schoon
Renown Capt. Warren Lovell, plying between New
York and Boston. I made four trips to Boston
this veſsel occupying about four months, at th
end of which I procured my discharge and h
ing purchased an extra suit of clothes a
some spare cash in my pocket, I felt

made again, I went up in the country to West-Chester Co, were I was raised on a visit; it being three and a half years since I left there, with what emotions one feels when about to revisit the place and scenes of his boy-hood, as I ascended a long hill in close proximity to the neighbourhood of my early days, at the dusk of evening I felt my heart beat so violently that I was compelled to stand still several times and to sit down, knowing that as soon as I gained the hill I should meet many old acquaintances and friends, it for a time almost overcame me however the feeling soon vanished. I met one of my most intimate companions and though it was most dark, yet strange to say he called me by name without my speaking first and without any previous knowledge of my coming, and more stranger still I did not know him at first though expecting to meet such a person, I was struck with the diminutive appearance of every thing, which I account for by the gigantic appearance of most things and scenes ~~that~~ I had been familiar of late years, all the buildings looked smaller, the ~~peoples~~ looked smaller, and the brooks and hills had dwindled into insignificance, After a pleasant visit of three days I returned to New York

Nov. 12th 1843 I shiped on board the Brig St. Mary of St. John New Brunswick, Capt. ~~James~~ Wm Baker, bound to Port Spain, Trinidad Island. West Indies, after completing our cargo which was an assorted one, we made sail and proceeded to Sea on the 14th after a pleasant passage we arrived at our destination on the 5th December

The entrance into port-Spain Trinidad is through a narrow channel called the Boguees, bounded on b sides by high precipitous rocks, which is covere by numerous flocks of sea-fowl, thence in the Gulf of Paria, which presents a very-b tiful and picturesque scenery. the town h a pretty appearance from a distance and presents a mixture of half Spanish and half English, it formerly belonged to Spain but was taken by the English in whose hands it now remains, the population is a compound of Spanish, English & Negroes, the latter by far the largest class, the Island lies in the 10° degree of North Latitude and is clo to the Spanish Main, we came to ancho close to the town. as there is no wharve we discharged our cargo in lighters and towed it to the Beach, a little incide occured here to show the consequences of indulging in strong drink, among the cargo was a quantity of cider and strong beer permission being asked and granted by the mate who superintended the discharging of cargo, a barrel of beer was taped of whi the crew helped themselves pretty freely so mutch so that they became quite intoxicated, I alone abstained from its use having seen enough of its evil effec by the time that the lighter was load they could scarcely navigate. after conside delay and trouble we arrived at the Bea with our lighter load, when one of the crew named Marshal jumped ashore and withou exchanging a word, seized a negro by the collar saying at the time d—n a niggar, the negroes immediately clustered around to save their comrade from the iron grasp of sailor. the rest of the crew jumped ashore to assist Marshal when a general fight ensued, myself and the mate being the only sober ones rushed ashore to seperate the combatants, one of our crew named Pittman received a blow with an oar on the arm which was intended for his head, and rendered it powerless for a while, but grasping a piece of the oar which was broken with the blow, with his well arm he rushed upon his assailant - I was assailed by two or three athletic negroes one with a club, calling me an American of whom they have a great hatred owing to their holding negroes in slavery, they was about to knock me down with their clubs, when I answered No, did they not see that I belonged to the English ship in the harbor this somewhat pacified them as they saw that my main endeavour was to stop the fighting. in the meantime Marshale who began the fracas was driven by the negroes on top of some tiers of hogsheads when he fell down between them with his head and heels up and back down, skinning his back and legs in a dreadful manner, by this time Mr Diel our consignee came to our assistance, who having considerable influence among them the combatants were seperated, on the whole we had the worst of the fight, being all of us more or less jamed and bruised, this put a stop to our having access to the cider and beer

The first Sunday after our arrival, I took a stroll o
in the country. on my way I noticed a great man
lizards darting across the path. they are a harm
less creature I believe, they are from six inches t
a foot long, we saw groves of orange and lemon
trees, with fruit in all stages of growth the weat
was quite hot with frequent showers. a cool Se
breeze sets in from the Sea every day begin
about 10 o'clock A.M. and ending at sundown when a
light breeze blows off the land during the nig
All kinds of tropical fruits grow here, having di
charged our cargo and replenished our water cas
and taken in a quantity of dry hides, we weig
anchor and run down to the main land to ta
in ballast as we were to return on the Unite
States coast in January which is a very stor
and Boisterous time of the year, we procured
ballast by anchoring close in shore and sendi
the long boat ashore, the stones and rocks was bro
from the ledges and carried to the boat; and when
laden was rowed to Brig and passed a board
this was laborious work, having completed our
ballasting we weighed anchor on the 15th Dec, a
put to Sea homeward bound, we experienced seve
squalls accompanied with thunder and lightning, which
in the tropicks are very violent, the lightni
appeared to be immediately over our heads
and not higher than our mast-heads and
shot with a hissing noise followed with
loud report of thunder, while the Sea in th
meantime was lashed into fury and foam, pre
senting a sublime and terrific scene, follo
after a few hours with a dead calm,

leaving the ship to roll in the trough or hollow of the sea, with the sails flapping heavily against the mast. Having arrived off Cape Hatteras we encountered one of those "Nor'Westers" which blow frequently in these Seas, at this season of the year, it continued with great violence for five days, with most piercing cold, several of our sails were blown away; as we lay too under close reefed top-sails we were drifted far away to the Southward and Eastward, after it subsided we had a fair wind, which run us up along the coast as far as Barnegat when we encountered another Nor,Wester which blew for three day with the weather very cold, which we was the more sensible to as we had just left a warm climate as before we were this time driven far out of our course, but with a calm followed a fair wind, and on the 13th of Jan, we made the light house of the Highlands of Neversink, the wind shifting to West, we beat up past Sandy Hook, when altering our course according to the channel the wind became fair we stood up the Bay and droped anchor at New York at 2, P.M. Jan. 14th 1844, our voyage was at an end and glad was I, the last fortnight had been one of unusual severity, as soon as the sails were furled and the veſsel hauled in to the dock I packed up my things and went to a boarding house on the corner of Batavia and Roosevelt Sts kept by John Edwards at the sign of the Constitution Having stayed ashore in New York about three weeks, and my pocket getting low, I shipped on board of the Bark Clermont Capt, Moses Tuſsel

of Thomaston Me, bound for New Orleans, on the
6th of Feb, we made sail and stood out to sea
on the second day out we had a severe snow
storm from the N.E. but the wind being
fair in twenty four hours it ran us in warm we
er, after a passage of twenty days we arrived
off the Balize at the mouth of the Mississip
were we took a pilot, ran in and came to
anchor, and waited a day for a sufficient nu
ber of vessels to arrive to make up a tow fo
a stemer to take us up to the city. The
current of this river is always strong run
ning down and as there is little or no tide
setting up, and the channel very crooked, almos
all vessels bound up to New Orleans have to
take a steamer and tow up. the next day
four vessels having arrived a steamer took us
all in tow, one on each side and the o
three towing by long hawsers astern. after a
day and a half, part of which we lay still
in consequence of a thick fog, we got up to
the town and made fast along side of the
wharf, I was surprised at the extent of the
shipping and commerce of the "Cresent Cit
the shipping and steamboats extended for nea
a distance of three miles, and from two to fi
deep; the shipping however most all belong
to Northern Ports and European nations, the
levee which is an embankment to prevent
the overflow of the river, extends many mi
above and below the City, but here at
the City it is level and extends from one t
three hundred feet or more back, upon whic

there is no buildings erected except a fewclerks offices on wheels to be moved about at pleasure. the "levee" is mostly devoted to the reception of goods to be shipped or just landed. what with the hundreds of drays drawn with mules and asses, negroes, wenches, labourers, foreigners of all descriptions talking their own language, sailors and stevedores, and countless piles of goods of all descriptions it presents a scene altogether indescribable, equal to the confusion of tongues at the building of the tower of Babel with a goodly number of "landsharks, sharpers, pickpockets, gamblers and "thimble riggers," the two last classes more extensive than the others, groups or knots of "thimble riggers" and gamblers could be seen all over the levee, where the cards and dice where continually on the shuffle such a strange mixture I never before had seen. the streets and public houses especially the lower class presented nearly as strange a compound, the inhabitants are nearly divided among Americans, French, Spaniards & Italians, Irish, Germans, & negroes indeed I have stood on the corner and heard five different languages spoken at one time. Having discharged our cargo, and taken in a cargo of cotton, pork and lard, we took a steamer and towed down the river bound to Philadelphia on the last of March 1844. after an ordinary passage we arrived in Philadelphia in the middle of April 1844 shortly after the burning of the Catholic Churches in the riot between the Irish and native American party the excitement had not wholly died away, I left the ship and went to a boarding house in plumb-

Street kept by John William. Philadelphia I fou
it to be a beautiful place, I enjoyed myself very mu
during my stay here, I found the inhabitants mo
friendly disposed and had made more advan
towards the moral and well being of seaman
than any other port that I have been in
except Boston, the next day after our arrival
four of us of the crew chartered a hack and w
out to the Schuylkill to see the Fairmount
water works, After staying in Philadelphia two or thre
weeks, I shipped on board the Brig Athens of Newbury port Capt C. Jones bound to Hampton Rhoads
Vir. to wait for orders, my wages was fifteen
lars per month, we took in ballast and wen
to sea about the first of May, we had a
passage of four days when we came to anch
in Hampton Rhoads, the Capt. took a passag
in a steamboat up the James River to City
Point, while laying at Hampton Rhoads the
mate whose name was Mitchell of an over
bearing and tyrannical disposition exercised
his brief authority a little too far over
the crew and backed by the second mate
a squabble and fight ensued, when the mate
seeing that he was likely to get the worst
of it compromised and backed down, after
which he was more moderate during the
remainder of the voyage, after we lay here
at anchor for eight days employed in vario
ships duty, orders came for us to weighed
anchor and go up the river to City Poin
and load with tobacco for the Port of Brem
in Germany, accordingly we weighed and

sailed up the river and arrived at our port of destination after two days passage, we commenced discharging our ballast and taking in hogsheads of tobacco, the tobacco is brought down the Appomatox and James rivers in flat boats or scows from Petersburg and Richmond as the river is not navigable higher up than City Point for large ships, the negroes stow the tobacco away in the ships-hold aided by large powerful jack-screws, the crew only hoisting in on board, while laying at this port we had frequent chances to ramble in the country especially on sundays, and as there was an abundance of cherries and blackberries growing about the fields, we fared well on that kind of fruit, the wheat harvest here commences the latter part of June, and I watched with interest to see the scores of labourers all of whom were negroes men, women, boys and girls busy at work in the fields, headed by an overseer, I noticed their manner of cutting the wheat was different to what it is in Northern states, at every clip they strike as the cradle comes round they let go with the left hand and pick the clip off the cradle and lay it in gavels, the women and children following on behind with short-rakes, they do not rake the wheat as at the North, but pick up the gavels with the rake and one hand and bind it, a rather slow and tedious way, I took hold of the cradle and showed them how we harvested at the North, but they seemed to prefer their own way the best, we lay at City Point

for about six weeks, having completed our ca
which consisted of seven hundred hogsheads
of tobacco, for our vessel was a capacious carr
being kettle bottomed and consequently a dul
sailer, we droped down the river and anchored
in Hampton Roads were we lay the day the ne
day it being the 4th of July the next da
the fifth of July we weighted anchor and p
to Sea, While laying at City Point most of the c
had bought of the negroes some wild animals t
keep as pets on board, one had an opossum, a
or a pair of grey squirrels, another a dog, one h
two land turtles, I bought a fox, all making
quite a menagerie, we had a good passage of
thirty days to Bremen, during the passage we
had a severe gale which lasted forty eight
hours, the Brig shiped a sea which flooded the
decks with water, stove the squirrels cage an
when the squirrels took to the rigging one of
them was blown overboard and lost the oth
the owner went aloft and caught ~~fetched~~ him,
fox was lost overboard a few days afterwa
the Opossum had six young ones all of wh
was drowned, the turtles was put on deck
from which after a few days they dissappeared a
were not seen again till after our arrival a
Bremen when they were found to have crawled
under the galley, where they had nothing to eat
during the passage and strange to say not-
withstanding their frequent drenchings with
salt water they were yet alive, though their
flesh was all shriveled up in the shell, the
fox died the next day after our arrival

which I attributed to its eating to much pork meat the Opossum stood it best of all, its owner sold him to a showman for three dollars with the privilege of the free admittance free of charge In making the passage to Bremen we sailed up the English Channel, keeping close in to the English shore. the Southern slope of England for scenery is as handsome as any I ever saw, especially at Southhampton, Dungeness, and at Dover or the White cliffs of Albion as Shakspeare terms it; at Dungeness as we got abreast of it a fleet of yachts started out on a race towards Calais on the French coast, on our entrance to the North Sea we found the weather more boisterous. after making the entrance to the river Weser we took a pilot and with a fair wind though stormy we soon ran up to the port of Bremer haven and droped anchor, Bremerhaven is the port of Bremen which is higher up the river, not navigable for large vessels, the Banks of the Weser is low, almost as the river, hence a great dike built on both sides of the river to keep the water from overflowing the country, the country is generally level, affording but few or no streams for mill privileges, making it necessary to grind their grain by windmills of which I saw many, Bremerhaven is a small place but beautiful and clean, the docks are the same as at Liverpool though not on so an extensive a scale, the dock gates are opened when it is full tide, when all vessels are hauled in or out, the gates are then shut which locks the water in and keeps the vessels afloat which otherwise would ground as the tide recedes

As soon as we had hauled in the docks we commen
discharging our cargo which we completed in ab
eight day, two of our crew going ashore one
having got a little intoxicated became very no
in the streets, were reprimanded by two Ge
de-arms or policemen, when a fight ensued,
Police sprung their rattles for more help, wh
our two sailors were overpowered and lugged of
to the calaboose, until after three or four d
they were released by the Capt. paying the jai
fees, which was afterward subtracted from the
mens wages. after our cargo was discharged we
received order from Mr Cushing our owners by
mail to take in ballast for Cadiz and lo
with salt for Beverly Mass. the rigging wa
overhauled and repaired and the vessel painted i
fresh so that she looked quite new, On Sunda
I took a stroll in the country, to a place call
Bremerlee a few miles out from the port, he
a fair is held on Sundays, were every thing
bought and sold, music, dancing, and waltz
going on in full blast,- this I was surprised t
see on a Sunday, but I found then as I have
since found that Sunday is the principle da
in the week for amusement and recreation a
over Europe, England, partially excepted, on th
road to Bremerlee I found it lined with
beggars on both sides, soliciting alms, the halt,
the lame, the blind and cripples of every descr
tion, and being of rather a free heart in
my youth my pocket was soon emptied of all it
small change, after staying about four week
in Bremerhaven, we hauled out in the river

and put to sea bound to Cadiz Spain on the first of Sept 1844 after a passage of twenty days we arrived at Cadiz our Capt. not having procur a bill of health from the last port that we were in was fined fifty dollars, and barely escap being quarintined in the bargain, having dischag our ballast we loaded with salt, there are but few or no wharves or piers at Cadiz all vessels h to lay at anchor in the roadsted and the cargo has to be boated off in lighters, we received our cargo of salt in this way, the salt is shoveled on board with wooden shovels holding about two quarts each, the shovlers are Spaniards and are divided in two gangs of six or eight each, the first gang commences by starting a song which is simply counting in Spanish, and as each number is called from one up to a hundred they all throw a shovel full at once up on the ships deck, at the end of a hundred shovels full the next gang take their place and so on alterna tly while the first gang lays basking in the sun smoking their paper cigars, nor would hardly any money induce them to throw more than a hundred shovels full at once, and it is incredible to see how fast the salt will come on board by this seemingly slow process, at noon they will partake of their dinner consisting simply of a piece of bread and a bunch of grapes with a small drink of wine, Cadiz is a very beautiful place when viewed from a distance, but it will not bear a close inspection, the houses are mostly built of small cobble stones laid in

mortar or mud and whitewashed the streets are
very narrow scarcely admitting a vehicle and i
fact most all of the carrying is done on the b
of jackasses, there are some splendid specimen
of Modern and Ancient architecture, several
large monuments are erected from clouded m
On a Sunday I with a portion of the crew
went a shore one of our number was an It
who could speak Spanish and acted as an
interpreter for us. we visited a very old
Catholic Cathedral inside were some men
at work painting and decorating it off a
upon my expressing surprise that they sh
be at work on a religious institution on
Sunday they replied in substance that th
ends justified the means and whatever the
done to advance the church or religion wet
on Sunday or any other day could be n
harm, a very pliable doctrine as it appea
to me, we next went to a nother cathed
which has been in course of erection since
1731 as indicated by the date on the buil
it was not yet quite finished at the to
it is built of clouded marble upon en
tering the edifice with our guide we cross
our foreheads with holy water more out o
courtesy than respect for their religion, w
saw quite a number of priests going throu
their religious ceremonys which was unintellig
to me, and burning incense on a marble al
all around the church next to the walls w
niches or recesses, were the statue or the
paintings of some patron saint, and numerous

were the devotees worshiping at their shrine, some beautiful young females were kneeling down before them during the whole of our stay, also a large number of beggars were soliciting alms, on emerging from the church we next wended our way to the market and public squares, we saw some very beautiful ladies walking and riding they wore mostly a black lace veil thrown over the head instead of a bonnet, Cadiz may be considered a walled town, for there is a high wall built mostly around it and wide enough on the top for a promenade on which is mounted many large mortars and guns (made of brass) to defend the town, it looked very old and must have been built in Spain's greatest prosperity, altogether I was favourably impressed with the City and especially with the Spanish ladies who were very polite and courteous to us as Americans, I would willingly have left the ship and took up my residence here for a year or so to study the place and people, at night we returned on board the ship and all the beauties of the place and the ladies was hid to our view, as soon as our cargo was completed we weighed anchor, made sail and stood out to sea bound for Beverly Mass, about the 10th of Oct, 1844, the wind being unfavourable we stood to the southward of the Madeira Islands, having them close too, they looked very beautiful, and seemed to rise out of the sea as if by magic, the climate about these Islands are as beautiful and healthy as any in the world, the first part of the passage was

very pleasant and agreaable, but as we neared
the American coast, the weather became m
stormy and unstable, with contrary winds, w
experienced several squalls, one of which stru
us all aback, and carried away many of our
small spars, and the passage being much lon
than we expected we got short of provisions, an
for the last week we had nothing but
few bread crumbs and salt beef, the ta
of which we had enough of, having arriv
on the coast the first of Dec, we had a
severe storm from the S. E. of wind and ra
shutting in thick so that we could see but
short distance, and as our Brig was a du
sailer and ill calculated to claw off fro
a lee-shore we determined to run in
and make the land, and if possible to g
a pilot and make a harbour, we kept
sounding our way in with the deep sea-lin
and the weather lighting up a litter we
made Cape Ann close aboard, and having fi
a gun we soon got a pilot and stood in
for Beverly harbour which lies at the same
entrance as the port of salem, almost the
first word that I asked the pilot as soon
as he got on board was, who was presid
of the United States so anxious was I to
know, and he responded by saying James K
Polk, a name untill then I had never befo
heard, the Nominations and election having
all been over during our absence, before m
we ~~might~~ ran in to the harbour of Beverly, m
fast alongside of the wharf, and feeling sa

The voyage was ended, having occupied a period of about seven months, and alltogather was as full of interest and incidents as any I have made, the next day Mr. Cushing our owner, and father of the Hon, C. C. Cushing came on board, at first I was inclined to doubt of its being him, so antiquated and seedy he looked, dreſsed in plain homespun clothes with a hat full of "cable tier pinches" with a very old fashioned surtout coat, a pair of woolen yarn mittens on the finger ends having been worn out and reknitted over, he looked like every thing else but the extensive ship owner and merchant that he was, he went around the decks and having an eye and superintening every thing, as in illustration of his love of order and expecting to find every thing in its place, I will just mention one instance. on the fitting out of the veſsel he had a little locker built in the entrance to the cabin, designed for the hammer and nails and some small tools, he giving the Capt, and officers charge to have every thing kept in its place, although the Brig had been absent for two years since he last saw, shortly after he came on board, wanting to nail up something he directed the 2nd mate to go to the locker at the entrance of the cabin and bring him the hammer and nails, although not knowing at the time that they were there, this was done probably to teach a leſson if they were not in their place, we having been paid off, I with ninety dollars in my pocket started with some of the crew for Boston by the rail-cars, arriving at Boston, I went to

a boarding house kept by Mr Sawyer I
live in Ann St, after I had been in Bost
about a week I shiped in the schooner Sh
nown (a vessel I had formerly been in) fo
New York, after I arrived in New York I w
to my old boarding house No 12 Batavia
On the 2d of Jan, 1845 I shiped in the Ship
Utica Capt Frederick Hewitt for Havre de Gr
in France we sailed on the 4th of Jan, on
10th of Jan, we fell in with an English Ber
with a signal of distress flying, we bore
down and spoke her, and found she was
sixty five days from Liverpool bound to Ha
ifax, she was out of provisions and water
had most of her sails blown away, her
crew was too weak and exhausted to ho
their boat out to come on board of us, so
we lowered our own boat and sent on b
of her provision and water, and as the wi
was blowing strong ahead for her to reac
Halifax we advised her to bear away for
Bermuda, we never heard of her afterward
though probably she reached her destined por
after a stormy and tempestuous passage o
eighteen days we reached the port of Hav
de Grace, This is one of the most importa
ports of France, it lays at the mouth of t
River Seine and is the port of entry f
Paris, there are large docks were the wat
is locked in at high tide that vessels m
float at all times, there is no fire or
light except in lanterns allowed on boa
of a vessel while laying in the docks

This is to prevent vessels catching fire, in which event there would be a great destruction of shipping, as vessels cannot be hauled out of the docks only except at high tide and then only one at a time in the absence of fire or lights on board shipping it makes it cold, gloomy and cheerless especially in the winter time, this is one very great reason why seamen when not on duty on board ship spend most of their time on shore drinking and spending their money in places of amusement; as they have no other place to go were they would be welcome the crews of all vessels boards on shore, and the bill is paid by the owner. Havre de Grace excels any city that I had previously been in for novelty, trinkets, & finery, the shop windows was filled with every conceivable description of toys and the fine arts both rich and rare, The city is surrounded by a deep moat or ditch over which are bridges leading to all the avenues, it was constructed during the reign of Napoleon 1st as a defence to the town, over each bridge there was a gate and a gens-d'armes stationed to let no suspicious person pass without examination, in the outskirts of Havre are some pretty villas [illegible] the tides

hireing a man to worke on [illegible] in my p
this is a great place on Sunday for games,
ling and necromancy. during our stay in Hav
was the carnival, one of the rites of t
Romish Church. there was masquerade balls, p
ties, theatrical plays &c, and in fact the wh
inhabitants seemed to be masquerading, it c
ed three days, and seemed if bedlam was l
loose. its equal for ridiculousness I never su
going to a saloon where I sometimes frequent
one evening I met a personification of "Old
split hoof" or the devil, his satanic majes
was dressed in black with a long tail and
an arrows head on the end, a black face an
a huge mouth, out of which issued a forke
tongue with fire and smoke, on his head
two horns. in his hand he carried a triden
which he flourished about, after cutting se
tions and capers. and satisfying us with his
performance he withdrew his mask and
satanic habiliments and disclosed to us a
no less personage than the tailor of who
our crew bought clothing, After our carg
was discharged which consisted of almost ever
thing, including some one hundred kegs of spec
of about sixteen hundred dollars to the keg, sea
with red tape and wax seals both heads,
it was stowed under the cu

one knew of its being aboard except the
Capt. and officers until discharging at Havre,
We took in a part of a cargo of wine and Burr
mill stones and some bundles of willows, and
about one hundred and fifty passengers mostly
Italian artists on the 17th of Feb we hauled out
of the docks and put to Sea bound for New-
york, we had very stormy weather and head
winds all the passage, we stood to the North
rd of the Grand Banks of Newfoundland expecting
to take a N.W. wind and stretch down the
oast, the wind continuing West, and S.W. we
ere confined for about a fortnight amongst
th fogs and icebergs, with snow and sleet
all the time, I had scarcely a dry garment
n all the time, and the thermometer ranging
elow the freezing point most all of the time
nd in that wet foggy climate is more
evere than at zero in a dry climate however
s the longest lane will have a turn, we had
a shift of wind to the N.E. and soon escaped
out of this cheerless climate on the 30th
f March 1845 we arrived in New York, the
voyage was at an end, and during the time
that we were at Sea was the most severe
f any voyage that I have ever made, as soon
as I had got on shore I firmly resolved
t quit the Sea entirely and never go again on

its fishes [illegible]. I had purchased at these a glass
ship a very splendid ornament. a beautiful work
box with music, and several other fancy artic
all of which was liable at the custom hous
on my undertaking to convey them ashore with
entry in the custom house, a custom house
officer on board happening to see me with
them gave the box a kick with his foot in wh
the articles were packed, asked me what I ha
there, considering myself as good as being cau
in the act of smuggling, and liable to lose
property I concluded it best to be free with
him and conceal nothing. I told him what
box contained and that the glass ship was a pe
for my mother, he paused a moment and then
asked me in what capacity I had served on
board of the ship, I told him in that of sea
he told me to go on with my box but to let
one see it until I had got well in the c
inferring from this that it would compromis
him to let any one know that he had let
smuggle it ashore, it is needless to say that
I complied with his instructions, and glad to
off at that. I went to my old boarding house
kept by John Edwards corner of Batavia and Roos
St. after staying about three weeks in this port I
packed up my things and started for the State
of Michigan where my mother [illegible]

lived. with the determination of staying there and never go to Sea again. I worked my passage to New on a steamer though I had money enough to have paid my passage all the way. at Troy I worked my passage in the canal boat Huron Capt Dean as bowsman to Buffalo, from Buffalo I worked my passage to Detroit in the Brig Illinois Capt, Phillips from Detroit I took the cars to Pontiac carrying my glass ship suspended in a handkerchief in my hand which I did all the rest of the way. from Pontiac I took the stage to Argentine where I saw my brother John whom I had not seen since 1838 he was at work at the waggon making business accompanied by my brother I set out on foot for Deerfield a distance of three miles which we shortly reached on the 10th of May 1845, my mother saw me at quite a distance from the house and immediately knew me we rushed into each others embrace, the greeting was reciprocal, all the trials and hardships I had met and endured at sea, and the long absence from home, seemed fully repaid by this first loving meeting, and wonderful to say the glass ship that I had brought all the way from Havre de Grace in France was not broken but safe and sound as I designed I gave it to my mother, which she has ever since retained, the wonder and admiration of all the country people. I stayed in Deerfield about a month [illegible] visiting my [illegible] [illegible] hunting [illegible]

and working on the farm, by this time I bega
tire of the dull monotony of a life in the wood
for the country was but thinly settled at the tim
my step father offered to give me one half of the p
due if I would work on the farm with him
inducement not being very attractive as there was n
sale for any thing but wheat, and as the offer
made to another young man previous to me and
who was waiting to see if I rejected it, I gave
to him, I then went to Pontiac and worked o
a Brick yard (a business I had formerly work
at.) I continued about two months and the
went back to Deerfield, and worked on a farm
different places until about the first of Octobe
at that time several trapping expeditions were fitte
out for trapping animals for their furs, getting
acquainted with one Joseph Bushnell a French
Canadian and Voyageur he proposed that I shou
join him in fitting out an expedition down th
Shiawassee river to Saginaw Bay and the adjacen
lakes to trap for furs, this was just what I
wanted and suited my inclinations well, ea
of us was to bear half of the ~~[illegible]~~ expenses a
share equal in the profits, I heartily entered
into the proposals, with the help of my ste
I made a small boat or canoe fourteen feet
twenty two inches wide at the bottom and n
at both ends the sides was about one foot

depth, I purchased fourteen yards of [illegible] cotton for a tent, having completed our fitting out which consisted of thirty steel traps a rifle and fowling piece and an axe, kettle for cooking, blankets, some provisions, tent and some spare clothes, two dogs, we launched our canoe which was loaded to within four inches of the water edges and started on our expedition on the 2d. of Oct. One day in setting our traps on [illegible] lake around the edges we discovered four Black animals coming down the bank on the opposite side, Bushnell at once recognized them as bears, their course was direct for the lake to cross over, we lay perfectly still in the canoe until they had crossed half over when we started in pursuit; on our approaching near, they wheeled around for the shore on which they had started from, Bushnell became excited as most Frenchman will do on a like occasion, drew his rifle to fire on the largest and headmost of the drove, being then at a distance of twenty five rods. I remonstrated with him as being unlikely to hit her at that distance standing in a tottling canoe and urged to reserve his fire until we got within a rod or two, when he could fetch her without fail, there being no danger in approaching so close as we could paddle the canoe

We resumed our paddles and on nearing to a [illegible] rods Bushnells impatience could wait no longer, and seizing his rifle in spite o my opposition fired, the ball struck th water within six feet of her glancing upwa grazing her shoulder and striking the wa a few rods beyond, the bears gave a grunt and struck out more desperatly for the sho I was armed with nothing but a fowling piece which I carried to shoot ducks and oth small game, which was useless in the pre [illegible], Bushnell undertaking to reload his rif broke his rammer off when the ball was down, and putting a cap on the tube to discharge it in that condition, in the excit dropped them all in the bottom of the cano in which was some water rendering them use in the matter of firearms we were now pow our only chance of capturing the bears now was by the use of our paddles, starting again in hot pursuit. as the bears were nearing the sh we soon gained up with them, and striking hindmost one over the head between the eye and nose with our paddles stunning him so that he drowned before he had time come too, coming up to the second one w served him the same way with the lik

[illegible]

the shore, and seating on her haunches on the trunk of a fallen tree, growled as if in defiance of farther pursuit; on our coming up with the third one, Bushnell who was in the bow of the canoe struck at him with his paddle and miſsed him the momentum was so great that before he could recover himself pitched headforemost in the lake capsizing the canoe, spilling us with the guns, traps, and ammunition all to the bottom of the lake, luckily it was not deep, about five feet and about two rods from shore, the bear that we were in pursuit of singularly enough became frighted or bewildered instead of swimming ashore which it could have done and escaped, turned back in the lake again, we soon however righted our canoe and started in pursuit of him which we soon captured, thus killing all except the largest which escaped off in the woods. After this we launched our canoe in the Shiawaſsee river, we commenced by setting our traps along the Banks of the river, until they were more than half set, when we would select some good camping ground, the tent and baggage were put ashore, and Bushnell would set the remainder of the traps, while I pitched the tent; built a fire and made preparation for supper, our traps being set in a string of about three miles, what spare time we had was spent in hunting to increase our stock of provisions, which was often scanty enough. Our evenings was spent in telling tales, I of my experiences at Sea, and Bushnells of his as hunter and trapper, in preparing our beds at night, we generally collected some bushes and layed them on the ground and spread a blanket

on them and another over us, a large fire we k
burning at the door of the tent, with our tw
dogs inside we thus slept night after night
during our expedition, in the morning we t
up our traps, skinned the animals which we had
caught, which were musk-rats, minks, and coon
most of the time we were compelled to brea
fast on the muskrats that we had taken the nig
before, which I did not at all relish, the w
that we prepared them for eating was this, th
were washed clean and put in the camp kettl
with some water and parboiled some min
to take that strong musky smell out, the
water was then poured off and more put on
and then boiled until they were tender, th
water was again poured off and some coon
fat if we happened to have it was put in, th
were then roasted down, salt being put in to
suit the taste, in spite of all this preparatio
they still tasted strong and musky, though I
have heard them highly extolled by others, we
usually caught from ten to twenty muskrats in
night with occasionally a coon or mink, af
we got our breakfast and had stretched th
skins on sticks bent for the purpose to dry, w
took down our tent, packed up our baggage a
started again, setting our traps wherever a g
chance offered, and camping again the same as b
fore, we shot a good number of ducks and
patridges, with some rabbits, but our supply
was limited, and having most voracious ap
petites we often went to sleep hungry, the
country along the banks of the river at tha
time was very thinly settled, often going sev
miles without meeting with a settler and

they having but recently moved in with but little land cleared up. had nothing in the shape of provisions to spare us if indeed we had had the money to bought it with, which we had not, furs being our only stock in trade that we had to buy with, and it was only once in a while that we came across a settler who would be willing to take a musk rat skin in payment for what little provision that he had to spare, The weather was most delightful being at that season of the year known as the Indian summer, I never enjoyed better health in my life, after we had been gone about a fortnight, the dogs deserted us and went back Bushnell, he became homesick, being anxious about his family that he had left at home and wishing to do some work on his place while the mild weather lasted proposed that we should return back, this I would not agree to, not being one of those that "put their hand to the plough and look back" and as Bushnell was determined to go back, we agreed to seperate I to proceed on the expedition alone, I exchanged my fowling-piece with him for his rifle, paying him the difference in value in furs out of my share that we had already taken, he loaning me his share of the traps until my return, he left me and returned home and I proceeded on my solitary and lonesome journey it was not my intention to return by the way of the river as I could not expect pole up against the current of the river alone I therefore designed to proceed all the way down to the mouth of Saginaw Bay at which place vessels visited. and take passage ~~th~~ aroun

to Detroit, for three days I continued my course do
the river, trapping as I went along, making a
three miles per day, as the river was very crook
it made but a short distance in a straight line, on t
fourth day at night as I had just set all my t
pitched my tent and sallied out with my rifle
quest of game for my supper, I heard the repo
of a gun on the opposite side of the river, a
presently I saw two dogs running along its Bank,
instantly recognized them as Bushnells dogs, and
I knew that he was not far off, soon I saw hi
emerge from a thicket with a partridge that he
had just shot, I hailed him, he returned an a
swer, and expreſsed much joy at finding me as
he was afraid that he had either paſsed m
or would not find me that night, I croſsed over
with my canoe and landed him on my side a
the tent, he then related the cause of his unexpe
return, having got home and finding his family
right, the neighbours laughed at and chided hi
for his deserting and leaving me alone, and fee
a little ashamed at his conduct he concluded
to retrace his steps again, with his dogs he s
ed after me and found me as above stated,
We now continued on our expedition together, tr
ping and camping every night as usual, havin
set our traps and pitch our tent, we sat b
fore the tent at the fire about two miles be
Owaſso a smart little village that had recently
sprung up as if by majic out of the forest,
Bushnell was relating one of his long tedious
stories in hunter life, his eyes intently gazing t
ward the river and a deep thicket on the opposi
side, when he stoped all of a sudden and in
a quick subdued voice, exclaimed "what tha

I looked in the direction that he was looking and saw standing in the water an object which I could not at first make out, I thought it might be a heifer or some creature belonging near by, it stood facing us and I could see the glare of its eyes as it gazed intently at our camp fire, Bushnell whispered "a deer" and drew his rifle towards him by the muzzle, "hold on" I exclaimed, it may be a heifer or bullocks, but before I had hardly got the word out of my mouth bang! went the rifle, at the same time the deer (for such it proved to be) wheeled around and sprung up the bank and coursed away over the plains the dogs in hot pursuit, Bushnell now became all excitement, the spirit of the chase was fully roused within him. and starting with his empty rifle in hand, shouting "run G—w,eel catch him" and having caught some of his enthusiasm in anticipation of fun ahead, I repeated in return "run Bushnell weel have him", coming to a bank on the top of which was spread out before us a large tract of table land or plains Bushnell unconsciously threw down his rifle where it remained he thinking no more of it, It was a beautiful night, the moon shed its soft beams over the plains occasionly obscured by a passing cloud, the dark outline of a pine forest could be seen at a short distance, its top well defined against the sky, while on the plain nothing was to be seen but an occasional small bush and a growth of short grass under foot, on the opposite side of the river was a thicket almost impenetrable on low bottom land, which added to the deep baying of the dogs in their hot pursuit of the deer, made the scene very exciting and interesting. the deer was making a circuit of about five miles in circumference which we ascertained by the constant howling the dogs at his heels, Bushnell a flying over th plain at the top of his speed, cap in hand, and hair streaming behind the personification of a m man, cutting a circle inside of the deer so as t keep abreast, shouting to the dogs and urging m to keep up, which I could scarcely do without cutting a smutch smaller circle. soon the how of the dogs ceased, they having followed the dee to the river, Bushnell conjectured that they ha caught him in the river, we went in searc but could find neither nor did the dogs come a our call, having got back to the tent. the moon had now set, and thick darkness and fo set in, not willing to give up the chase, and thinking the dogs might have followed their gam across the river and caught him in the thic we made two torches of hickory bark and crossed over in search, having spent an hour without success wer returned to the camp an retired to sleep, the dogs coming in soon aft with blood on them, early in the morning we were up, Bushnell now for the first ti bethought himself of his rifle, going in search we found it where he had thrown it in a spring hole at the foot of the Bank the night previous, we now went in search of the deer which we followed the track by the blood, makin the circuit the deer had made we came upo him lying in the river dead. upon examinati we found the ball had struck him under th throat, cutting off the jugular vein so that he actually blead to death; he was a buck of the largest size and very fat, we now could live bounteously on venison and dispense with musk-rats, the skin and some of the meat we sold and bought ammunition with, we continued trapping down the river, occasionally diverging to one side or the other to the small lakes near by to explore for fur animals carrying our trappings on our backs and dragging our canoe along on the ground and launching it again on the lakes after proceeding some miles below. Chesning or Indian Town it being late in Nov, and the cold weather setting in, we deemed it prudent to retrace our course on our homeward passage, we did not stop long at any spot to set traps, but pushed on as fast as we could setting a few traps at night; one of us at a time in the boat poling against the strong current, the other walking along the bank keeping in sight, relieving each other by turns, meeting with rapids too strong to pole against we carried our things over the portage and launched again above, one day while travelling along the bank during a thick snow storm coming to a large bend in the river where two bends nearly met, it being a thick forest and having no land marks to go by, I lost my course and was making a circle of about three miles back again, still keeping the river in sight, I hailed for Bushnell in the boat but received no answer, and being uncertain as to wether he was above or below me, I hardly knew which way to go, and as night was coming on, I was fearful least I should have to stay out all night, which would be any thing but agreeable in a cold stormy night; finely after making a complete circle I struck upon the

tracks of a person going the same way that I
was, and appeared to have been recently made. I
followed on in the hopes of overtaking some one t
might possibly give me some information wether m
partner had gone past me or not, after I had
followed the tracks some ways I was struck w
their near resemblance to my own, and by comp
ison I found they were actually my own tracks, I
had diverged from the river at the bend makin
a complete circle back to the same place again, havi
now defined my position, and knowing that Bu
nell was ahead of me I pushed on and overto
him before dark, he having halted not knowin
wether I was ahead or behind him, we encamp
for the night and a cold miserable night for
it was to, with our clothes wet with the snow
and frozen stiff, the next day was cold and cl
the river was froze over partially except in the rapi
as soon as we had taken a scanty breakfast, w
packed up our things and started again we push
on all that day having nothing to eat, now p
against the current and now breaking the ice wh
the water was still, once in going up the rapid
my setting pole slipped when the boat swung ar
with the current striking against a boulder and
capsizing spilling every thing out in the water wh
was not deep however about two feet, I got
quite wet, having to stand in the water whi
I righted the boat and picked the things up, I
now exchanged places with Bushnell and walked t
keep my feet and legs from freezing, at nigh
we reached a bridge two miles below Bytown
and as the river was froze up above that, w
left our things at a house and started
home on foot about seven miles distant w

I arrived about eight oclock P.M. cold, tired and hung-, the next day I took a team and went after our things. the expedition was ended, and upon the whole was satisfactory, the amount of furs taken was as follow four hundred muskrats, eight coons, nine minks, two deer and three bears it being the 2d of Dec, when we got back, having been just two months sent, I spent the winter at home amusing myself occasionally with setting snares for quails and traps for rabbits, finally growing tired of life in the woods, and forgetting my protest against going to sea again on the 20th of March 46 I found myself seated in a lumber waggon bound for Detroit and from thence to New York arriving at Detroit, I worked my passage to Cleveland in the steamer Buffalo, there I conclu- to stop a few days as there was plenty of work to be had at good wages in fitting out vessels for the Lake navigation, I helped to fit out the Brig Ashland Capt. George Hines, when she was fitted out Capt. Hines induced me to ship in her which I did at eighteen dollars per month, we loaded with coal and sailed for Chicago, in going up the St. Clair flats we grounded several times, from which we got off only after a great deal of hard labour in running out anchors and heaving and trimming coals from foreward aft and from aft foreward again, the whole of lake St. Clair is very shallow in some places not over two feet, a crooked and narrow channel runs through it of not more then nine feet, this channel is buoyed and staked out every spring at the opening of navigation by vessels in the U. S. Revenue service at the time we sailed the St. Clair this channel

was not buoyed out, hence our grounding so afte
Several bills have been before Congreſs to mak
appropiations to dredge this channel out to fa
cilitate navigation all of which failed to paſs
except one and that was vetoed by President
Pierce, had he have known how important the
appropriation was to lake navigation and all the
North-Western States he doubtleſs would have giv
it his approval, We arrived in Chicago after
rather a lengthy paſsage, as so much has been
said of Chicago of late and its marvelous gro
I will say but little here, it had the appear
of being a very thriving place and numbered a
that time about twenty thousand inhabitants, we
discharged our coal and took in twenty tons
crocks and earthan ware and sailed for Racin
in Wisconsin, were we discharged and took i
a lot of wheat and sailed immediately f
Southport (sine called Kenosha) we arrived of
the pier heads Sunday 3 A.M. the wind dyin
away calm we commenced kedging and warpin
up to the piers having made fast the wheat
was run down to us from the storee house
small rail cars not waiting a moment as
if life and death depended upon our gett
loaded and sailing as quick as poſsible
not caring to work myself I employed a man
in my place to trim wheat, while I roved abo
the town and country, Southport at that time
I thought to be a beautiful place as any I had
seen in the Westen Country, By night we was
loaded with a full cargo of wheat and imme
diately sailed, bound to Oswego in the Stat
of New York on Lake Ontario intending to
stop at Detroit for a deck load of flour

the next day after we had made a good run the wind died away to a dead calm, and a thick fog set in drizzling with rain, the fog was so thick that we could not see a cables length and continued so for three days, we did not move during that time a half dozen miles, a more gloomy and unpleasant time I scarcely ever experienced, on the third day in the afternoon the fog lifted up and the sun shone out in all its splendour, it seemed as if we had just emerged out of a deep, solitary ang glomy forest, a breeze sprung up and we stood on our course, when up to the Manitou Islands, the wind veering around ahead we run into hors-shoe harbour Beaver Island and came to anchor, this is as beautiful a harbour as any on the lakes, as its name implies it is in the shape of a horse-shoe, with a gradual slope and sandy shore and pebbled bottom, the water is so clear that we could plainly see the anchor when the water was still although laying six fathom deep, parties of fisherman were stationed here catthing and barreling fish we asked and obtained the privilege of using a net while not in use for a haul, we run it out a short distance and hauled it ashore and caught I should think a boat-load, we took what we wanted for our own use and let the rest go the fish were white and about the sise of large salt-water herrings, Beaver Island is noted for its forests of cedar and Balsonaf Fir trees, the latter is extensively used as ornamental trees for Cities some of our crew took up several and placed them in half barrels sawn into in which was deposited some dirt; they were afterward sold

in Detroit to good advantage, the wind shift
fair again we got under way and after a g
run down Lake Huron and St. Clair we cam
too at the Port of Detroit, here we took o
a deck load of flour and sailed again f
Oswego, arriving at Grand River the entrance
to the Welland canal through Upper Canada to l
Ontario, we commenced getting ready to tow thro
and as we drew too mutch water for the cana
we discharged our deck load in a flat boat a
our anchor and chains, unshiped the cathea
and boats davits, riged in the "jib-boom" and ma
boom cock-billed the yards and hung fenders ov
the bows, all this has to be done to comply w
the rules and regulations of the canal, after g
ting ready we employed two horse teams t
tow through which took us about two days, th
Welland canal is quite a large work, bu
since I went through it in 1846 it has
enlarged both in width and depth, the lo
have all been rebuilt, it is about twenty e
miles in length and twenty seven locks, e
lock has a rise and fall of water from
ten to fourteen feet, this descent in the ca
corresponds with the falls of Niagara, at t
end of the canal is Port dalhousie on lak
Ontario, as soon as we towed through we t
on our deck load got every thing ready ag
and sailed that night Friday, on Sunda
afternoon we got into the Port of Oswego
the next day we hauled under the elevator
and by night was all discharged, I had b
two months on board and not liking lak
navigation I concluded to take my disch
after spending about a week in Oswego I took

paſsage on the canal to Albany and by steamboat to New York, where I went to board on the corner of Oak and Roosevelt St. after staying a few days in New York I shiped on board the packet Ship Cambridge Capt Wm Barstow bound for Liverpool ing. we sailed on the 16th June 1846 in running down the Bay the weather was quite warm and there was plenty of work to do I got into a perspiration; when abreast of Sandy Hook the wind suddenly shifted to the S.E. and blew raw, damp, and cold, the effect of which was to give me a bad cold which I did not get well of for a long time, owing to the shift of wind which was ahead we did not go to sea that day but came to anchor behind Sandy Hook, where we lay till the next day, or the 17th the wind shifted to the S.W. we weighed anchor, made sail and put to Sea, we had a very pleasant paſsage acroſs the Atlantic on the 4th of July we made Holly-head and the next day came to anchor in the Mersey river, opposite Liverpool, making the paſsage in eighteen days. the paſsengers were transfered with their luggage to a steamer and landed soon after, in the afternoon a strong wind blowing we had to strike our royal and top-gallant yards to prevent the ship's dragging at her anchors, on the 6th we hauled through the dock-gates into Waterloo dock, in consequence of the severe cold that I had taken on leaving New York which hung to me all the paſsage, after hauling in the dock, and not feeling able to do ships duty, the mate advised me to go to the hospital, which I did, to the Northern hospital, this institution deserves the name of everything else but a hospital; and certain no invalid would remain here long after bee able to leave; probably it is a wish to thi effect that induces them to their rigid severity in their discipline and treatment, although th charge five dollars per week for all America Seaman admitted, which is paid by the American Consul, from the Seamen's hospi fund, As soon as an invalid is admitted, he is made to undress, and his clothes is t en from him and locked up with his nam upon them, he is then put to bed on a cast iron bed-stead and thin straw mattra his complaint is printed on a card and h at the head of his bed, here he must re main without once getting up until he is pronounced convalescent and able to leave t hospital, a physician visits the patients on a day, and prescribes little or no medicines a orders a strictly low diet, which consists mo ly of water gruel and bread, I remained the just one week, at the end of which time I persuaded them that I was cured and got them to give me my discharge, being completely starved out, and feeling but little better th when I entered, though I was not real sick at any time, but rather a feeling of lassitude and a relaxation of physical energy, I went on board of the ship and reported myself for duty; As so much has been sa of Liverpool and in fact of all English s port town, what little I could say here would not be of much interest to the re It is next to London the largest Sea Port in England and has an immense trade with the New Yo f which there are six or eight lines of packet ships running constantly, it is the principle port of embarkation of emigrants for all England and Ireland the town has a very dingy and gloomy appearance owing mostly to the fogs and the use of bituminous oal in the manufactories and dwelling houses, there are some large streets and public thoroughfares like Broadway, the principle is Paradise St and some monuments, one of which to Nelson is a beautiful work of art. one thing surprising struck me; the numerous beggars that throng the streets, many of them real imposters who make it a regular business, their success in alms is mostly from seaman who arrive in American ships, and being naturally unsusceptible of imposition lend a willing ear to their tales of misfortune and troubles, (all fabrications of course) and their pockets are soon emptied of all its small change, but they soon learn the trickery and deceit of these knaves after a little experience in visiting these ports, One evening in going ashore from the ship, I encountered one of these beggars who accosted me asking alms, he narrated in true sailors phrase the story of his misfortunes, how he had been shipwrecked on some desolate coast and lost all of his clothes and barely escaped with his life, having an arm broke in the wreck, (of which he showed me then having it done up in a sling,) and that he had no place to live as he had no money to pay. half believing, and half doubting I gave him some small change which he appeared very grateful for, about an hour after I met the same person in a different part of the city, and having forgotten me, probably by the

many applications he had made, his arm was
not in a sling, and appeared to have got we
in an incredible short space of time, the comm
his tale of suffering and wrong, which was en
tirely different from what he told previous, so
I exposed him, and asked him if did he not
remember meeting me the same evening before, h
recognized me and immediately slunk away like
a purchased cur, and Liverpool swarms with
set of beggars of this class, Birkenhead a town op
posite Liverpool is pleasantly situated and has a
very beautiful appearance from a distance, with
some very splendid buildings, the docks of L
erpool is a very extensive piece of public
work, built of solid granite in masonry, ship
are hauled in and out at full tide, the wa
is locked in to keep them afloat, no fire or lig
except in a lantern is allowed on board, the cr
of all ships board on shore, while we lay
there Prince Albert made a visit to Liverp
to lay the corner stone of the "Sailors Home
the day appointed for the ceremonies was a
general holiday, all business was suspended,
a procession was formed of the City officer,
the military, all the trades union, and civic
societies, it drew togather the largest concours
of people I had ever seen, having ascertained
previously the streets through which the procesp
was to pass, I stationed myself at an early ho
by a churchyard to see it, soon the street,
fences, windows, balconies and house tops was al
with people, while stretched across the streets
from house to house was flags, mottoes, and
devices and the houses themselves was decora
ed for a grand gala day, and when the
[illegible]

procession made its appearance, headed by the marshall and his attendants and bands of music, and all the military with their bright trappings and gaudy equipages, and livery of British aristocracy it made a sight as grand and imposing as any I had ever seen, and when Prince Albert himself was pointed out to me as he rode in an open carriage I confess I was disappointed, by all the show and display that had preceded him I had prepared myself to see a still greater. judge of my surprise to see a man young in appearance answer for Prince Albert in plain citizens clothes with nothing to distinguish him from the common citizen but a scarf and star wore across the breast, I could hardly believe that it was him, and to be sure I cut across by a nearer route and getting ahead of the procession, enquired which was the Prince when the same person was pointed out to me as before I had then indeed seen him, and must say that I was somewhat prepossessed in his favour. The day was very delightful, and I enjoyed the sight very much, having finished our loading of general merchandise, and received on board about three hundred steerage and cabin passengers among the latter was Maj. Twiggs of the U. S. A. and family, (who afterward figured in the Mexican war) we hauled out of the docks and put to Sea on the 6th of August we had rather a tedious and prolonged passage owing to adverse winds on the grand banks of Newfoundland we were enclosed for several days by a dense fog and contrary winds we fell in with several

small vessels engaged in the Cod Fisheries, la
at anchor far out on the Ocean in seventy f
fathom of water two of them we came very ne
running down, not being able to see them unti
we was almost on top of them, the fog being so
dense, many of these fisherman are yearly l
in this way, it requires a great deal of
hardihood and self-denial for men to leav
their homes, and in small vessels of about fifty t
burthen and go to this cold, gloomy and dan
climate, and there ride at anchor for thre
or four month in all weathers which is
stormy and foggy two thirds of the time, in ca
ing and salting down Cod fish but they are stimu
led to it by the profits of the fish and by t
* liberal bounty granted by Government per
quintal on all fish that is caught, after sa
with the wind from S.W. until we neared the
British North American Coast the wind shifted t
N.W. we made a quick run down to Sandy
on the afternoon of the 10th of Sept, we made
Coast of Long Island, with what joy I once more
experienced on ~~once more~~ beholding my native cou
I could say and feel with the Poet,

"Breathes there a man with soul so dead
Who never to himself has said
This is my own my native land.
Whose soul has never within him burned
As homeward footsteps he has turned
From wandering on a foreign strand"

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* At the present date (1859) the Act, of Congress grant
bounties to fisherman has been repealed, which will
have the effect to curtail the fishing trade mat
[illegible]

At 10 P.M. we made the light on the Highlands of Neversink we hove our good ship too, to wait for day light and a pilot in due time they both came, when we made all sail and soon ran up to the port of New York and moored fast to the wharf on 11th of Sept, 1846. The next day all hands were paid off and left the ship, the passengers were all landed in good health and spirits, and appeared to be as much elated as if they had reached the goal of their ambition.

I forgot to mention in its proper place that we had three deaths among the passengers on the voyage, two children, and one man, the cause of their deaths I do not know, they were buried seperately at night ~~after their death~~, the corpse was sewn up in a sheet, the ship was hove too, a plank was laid nearly balanced on the rail, on which was placed the corpse, when all was ready a signal from the Capt, or mate, and the plank was tilted up, the corpse with a bag of sand or iron attached to the feet, plunged with a splash in the Sea and disappeared, for an instant the waters whirled in an eddy over the head of the departed ~~soul~~ and all was over, the passengers witnessing the burial retiring in mournful silence to their berths, the ship was filled away again on her course leaving the dead, horrible thought to become food for the monsters of the deep.

After being discharged from the ship I went to my old boarding house corner of Oak and Roosevelt Sts, in a few days I went up in the country where I had formerly lived on a visit, spending two or three days very pleasantly and returning again to New York, and staying about three weeks enjoying myself as much

As I could after our tedious passage from Liverp I shipped in the Brig Excel, Capt. Paul B. Ma bound to Savannah Geo, my wages $18,00 per month, we sailed from New York about the 1 of Oct. 1846 with a full cargo and several passengers, on the eighth day out without an incident worthy of note we arrived at S vannah the next day in a card that appe in the Savannah Repubican the passenge highly extolled the Capt. and officers for thei gallantry, politeness and urbanity, without a single word being mentioned of any of the cre although we were upon terms of intimacy with the passengers during the passage, this silence was met by a stinging reb from Kingsbury Batchelder one of the cre and signed by all the rest, and appeared t following day in the Savannah Republican in which was mentioned the fact that a the present standard of what is called goo society, the common Seaman is totally disregarded and not worthy to be admitted, an in the Southern States in particular they are considered, but a degree above the slave, when their services are greatly needed, the are told that they are the "bridges by which the Missionaries pass over to unfurl the banner of the Cross over the temples of idolatry, that they are the links of a chain that connects nations," and yet whe interest is not concerned they are neve tho of. this was followed by another card over the signature of George Hinman one of t passengers in which he apologises for the omission of mentioning the crew on his for

[illegible]

in a very frank and manly way, and subsequently again by another from — Thunlie, and I would here state that I would challenge any society to produce unselected the same number of men more intelligent or well informed than the crew of the Brig Excel at that time, they were far superior to those they served under, and hence their indignation to the matter alluded to. One of them Kingsbury Batchelder (before mentioned) was possessed of the most general information of any man that I ever was acquainted with, these cards appearing as they did in the public print, had the effect of raising the respect of our crew materially in the public estimation of Savannah, — After discharging our cargo (which was composed of all kinds of manufactured articles, we loaded again with cotton and rice and sailed for New York making the voyage in about five weeks, I made two more voyages in the same vessel, and then shiped as second Mate of the Barque C. H. Chapin (Capt. Charles B. Smith in the same trade running between New York and Savannah, I made one voyage in the C H Chapin when she was sold to a house in the Russia trade when not caring to go up the Baltic Sea I left her and took my discharge, I next shiped in the Brig American Capt McNair I made one voyage in her to Savannah and back to New York, when I took my discharge, On the 22nd of April 1847 I was married to Miss Ellen Bedford of New York, a lady I had been acquainted with for a long time, wishing to stay ashore for a while, I went to

work in the rigging and stevedore business, b
soon tiring of this I shiped as 2d Mate of t
Brig. Emily Capt. Godfrey bound to Cha
S. C. where we arrived after five days passa
our loading was an assorted cargo, mostly m
ufactured articles our return cargo was co
rice and tobacco, Charlston is an old b
thriving city, but its port laws are rath
rigid and severe, smoking is prohibited on
wharves, one evening on returning on board f
my rambles in the city, and walking le
urely on Magwood's wharfe with a cigar
my mouth (not knowing at the time that
was against the law) I was accosted by a
liceman and arrested and taken up to the C
of Police, and a charge of smoking on the w
was prefered against me, when asked what
I had to say to the charge, I replied that
was smoking, but was ignorant of having vi
lated any law, he asked me where I was from
and to what vessel I belonged, and when tol
appeared surprised that I, being an officer of
a regular packet vessel trading to that po
should be ignorant of the port laws, as
every vessel visiting the port of Charlston wa
supposed to be supplied with a copy of the
of the port, through the pilots or harbour m
such however I told him was the fact; I h
not seen a copy of the laws, nor knew that th
was any printed, and owing to our vessel be
a regular packet was supposed not to need a
he replied that I should have informed myself
on the subject, and that I must remain in
custody till the sitting of the court the next
[illegible]

day at 9 A.M. or pay a fine of five dollars. I told him that I had a great repugnance to remain in jail all night and part of the next day, and as to the fine I had not the money to pay, he asked me what assurance or security I would give to be there the next day at 9 A.M. to answer the charge if he released me, I replied none but my bare word, for I had nothingelse to pledge, but if he would let me go that night, I would not betray his confidence and would return to the court the next day, he seemed pleased at my frank manner and let me go, the next day true to my pledge I went to the police court, although our vessel was to have sailed in a few hours and I could undoubtedly have given them the slip, but would not take that advantage, my case had been called on a few minutes before and in consequence of my ignorance the judge had put the fine down to three dollars, I plead my own case and protested against paying the fine with a tenacity uncommon with me, that I could ill afford to pay any thing as I had a family to support, and had nothing but what I earned by hard labour and that I had manfully redeemed my pledge in coming there hoping they would omit the fine, the judge said he would put it at one dollar, and that I must pay, it being as low as he could place it and answer the ends of the law, I paid the fine and was discharged being careful since to ascertain the bye laws of strange ports.

Having finished our loading and receiving on board quite a number of cabin and steerage passengers

We sailed at 12 o'clock May 22d for New York in
company with the ship New York bound for th
same place, between which two vessels there w
quite a spirit of rivalry as to speed, and quit
a wager laid as to which would arrive at N
York first, the terminous of the race was to b
abreast of Sandy Hook light-house and the entran
to the port of New York, every inch of canva
was crowded on both vessels that could be put o
the wind was fair, blowing fresh from the S. W
our good Brig careening, plunging and bounding o
the billows "like a thing of life" the passenger
who were not sea-sick, entered into the spirit
of the race with the greatest enthusaism, our
consort keeping in sight all the time excep
when obscured by night, but the morning watch
would again find her close at our heels or
ahead having gained some advantages during th
night, on the fourth day after leaving Charlston
we arrived off Sandy Hook and the wind shifte
down the Bay, with an ebb tide we came to anc
the ship New York coming to anchor about two hou
after, we having won the wager, on the turn of th
tide we weighed anchor and soon was alongsid
of the wharf, I made one more voyage to
Charlston in the same Brig and back to
New York when I took my discharge, after
staying a short time in port I shiped a
2d mate of the Brig Excel Capt. Paul C
Macy, a Savannah packet, a vessel I ha
been in before. We sailed for Savanna
in July 1847, I made one voyage in h
and disagreeing with the first mate I to
my discharge, Savannah is a City regula

laid out, and beautifully ornamented with shade trees, which gives it a very pleasant appearance, the principal ornamental tree is the "Pride of India" there are several public parks, in the principal of which there is a monument to Green and Pulaski, but the most beautiful object to my eye, was the pine forest in the rear of the City spr out on a sandy piece of table land, entirely free from underbrush or any object but the tall stately pine trees and the ground covered with a thick coating of moss and grass which is kept short by the numerous cattle and hors grazing on it, there forests is used as a public common, Savannah is rather an unhealthy plac in July, August and Sept, owing to the Malari rising from the low marshy lands in its vicinity, which gives rise to fevers that often prove fatal; but the rest of the year it is healthy and in the winter a most delight ful climate, it stands on a high sandy bluff sloping back from the river, no persons sleeps at night on board of vessels or in some houses below the bluff during the sickly season, as the Malaria absorbed in the system by so doing a few times would be sure to be followed by the fever, sleeping houses are provided on the high groūd for crews of vesse

In Sept. 1847 I shiped in the Ship New York Capt. Hull bound for Charlston, we made a pleasant passage to that port, excepting those squalls, and blows, which allways falls heaviest on the seaman of the ship, and incidental to all nautical voyages, A life at Sea would be made agreeable but for those changes of the

weather, from fair with a pleasant breeze, to
most boisterous and tempestuous, the paſseng
may retire to his state room and berth, to s
and read or whatever his inclination may de
on the approach of stormy weather: and thus p
the time in a not very unpleasant way; b
the crew are called for a greater amount of en
and action for the preservation of the ship and
lives, they are by times deprived of sleep and re
to what a landsman are strangers too.

I made but one voyage in the New York and
left her to take charge of the Brig Wetum
Capt White from Mobile, then riding at quar
with all hands sick with the Southern fever
I discharged her cargo in lighter which was
stored at the store houses in Brooklyn, and hav
cleansed the ship with disinfecting fluid, and c
plied with the quarantine regulations we
weighed ~~and~~ anchor and proceeded up to the
City. For the explanation of the "quarantine r
ulations" for the benefit of my readers I would b
say that almost all sea ports have establis
certain laws, that all veſsels arriving from
an unhealthy port shall be boarded by a
health officer appointed for that purpose, wh
duty is to inspect the health of the paſsen
and crew, and if any are infected with
contagious disease to order if in his judgm
expedient the veſsel to be anchored at the
quarantine ground, with no communicat
from the shore except what is absolutely
neceſsary until the veſsel is cleansed an
purified the sick first having been move
to a hospital, these laws are made to
prevent contagious diseases from spreading to whe
[illegible]

hey did not before exist,

n November I shiped in the Bark Tretis capt, brooks bound for New Orleans we had rather an unpleasant passage of three weeks but arrived safe; As business was quite brisk I took my discharge at New Orleans the articles of the ship, not binding us to make the passage there, I went to work on the levee among merchandise at two dollars per day, I had plenty of work for a while, but soon the annual horde of Northern s from the Northern States began to set in, comprising, speculators, gamblers, mechanics, and labourers until the City was crowded with them, and though business was not less there were more to share in it and there was less profits and less wages In Jan, 1848 I shiped on the steamboat Charleston Capt, Carter running on the upper Mississippi and Ohio rivers wages was twenty five dollars per mot we loaded at New Orleans with an assorted lot of merchandise and started for Cincinnati stopping at all the places on the river, we were sixteen days going up to Cincinnati and eight days in making the return passage to New Orleans, the difference was caused by the current in the river being against us in going up and in our favour running down, at Bayou Sara on the passage down while landing some sugar mill castings at a plantation I had my foot badly wrenched and sprained by one of the casting rolling on my foot so that I was laid up and had to be discharged on our arrival at New Orleans, a circumstance that I could not say that afterward I regreted, as the next trip to St Louis

the steamer was burnt up, and twelve of the
crew and passengers lost their lives, I probably
saved my life by having my foot sprained an
I likely would have stayed in her up to the ti
of the disaster, Of all places that I had been
in before or since, a steamboat on the Mississip
river beat all for continued hard work that
I have ever seen, night or day, Sunday or an
day all are alike, After staying two or three
weeks in New Orleans until my ankle got w
I shipped in the Brig Gen. Wool, Capt A
then laying at Tuckapau Atchafalya river
and bound to New York, and reported to be
ready for sea, our passage was paid in the
steamer Savannac by way of Bayou Sara to Fran
were the Brig but was laying wait to take us
on board, after getting on board we found
that she was not half ready for sea, thi
was a disappointment and loss to us as we
had shipped by the run to New York for
twenty-five dollars. and we did not expect to
be over twenty days on the passage, we remo
strated to the Capt, against the deception used
and it being inexpedient to back out, and
on an agreement of the Capt to pay us at th
rate of fifteen dollars per month for all time
after the first month, we turned too on dut
we lay at anchor several places in the riv
waiting for our cargo, which was sugar a
molasses and came to us in flatboats, in
about three weeks our loading was complet
we weighed anchor and put to sea the fi
of April 1848 after a tempestuous passage
of twenty five days we arrived in Newyor
[illegible]

were I rejoined my wife after an absense of five
month, who presented me a son near four month old,
I went to work at stevedoring rigging for a
while, and then shipped as second mate of the
Brig Sea Capt; Norton bound to Mobile Al,
we sailed from New York about the 5th May
the weather was pleasant, when off the Bahama
les we struck on the Bahama Banks in three
fathom water about two miles to the S.E. of
Memory rock, but as the sea was very smooth
we sustained no damage and soon got off
again, had the weather been rough the vessel
would undoubtedly have gone to pieces, we
arrived in Mobile after a passage of eighteen
days, we discharged our cargo of general merchandise
and commenced loading for Boston with cotton
Mobile is a city of considerable pretensions
though very unhealthy it stands on the West side
of the river, on the East side is a large ex-
tensive marsh barely covered with water and
a heavy growth of bull-rushes, there are some
alligators in the river and marshes and frogs
innumerable and of the largest kind, from
the decomposing vegetable matter arises the
malaria that causes the fever and Ague and
Bilious fevers, the musquitoes are so thick at
night that sleeping is next to an impos-
ibility making it altogether a very undesirable
place to live in during the summer season
After our loading was completed we sailed for
Boston, on the third day out, in the Gulf of
Mexico, the forenoon was hot and sultry with
little or no wind about twelve M, the
water spouts began to form around us in
every direction some of them appeared to

reach from the clouds to the sea, being th
were they forme at the clouds an small at
the middle and taper again at or near the
water, being simular in shape to an hour gla
ss. they reachid down near the Sea, the wate
directly underneath was in the wildest comm
and whirled and tossed in the form of spray in
a circular motion, other spouts again were a
a conical shape inverted, they moved over t
Sea and sky at rather a slow velocity by a
power of their own as there was but little wi
at the time, one of them approached very ne
us within a mile, we altered our course
so as to avoid a nearer approach to so an u
welcome a visiter, by three o,clock P.M. they ha
all disappeared, and a regular breese from S.W.
sprung up, Vessels are said sometimes to have
avoided the danger of a too close proximity
to waterspouts by firing a cannon into
to break them, the philosophy of this ma
be explained thus, the waterspout on the
Sea may be compared to a whirlwind on th
land. they are both simular and whi
in a circular motion, and gradualy increas
in diameter from the surface upwards,
which is the cause of light object ri
and flying upwards when getting in its
current, now any loud report or no
such as the discharging of a cannon, mak
a concussion in the air and thus break
the circular current when the waterspo
disappear, To the Westard of Cap. Sable on
the Isle of Cuba, we past over a large co
bed, not laid down in the chart it ap
peared about twenty feet below the surface

On the tenth day out from Mobile I was taken with the fever and Ague, the disease I had contracted while at Mobile, and had but just now made its appearance, fortunately our Medicine chest was supplied with quinine, which very soon broke it, most of the crew was taken with it afterwards, when a fortnight out; it was broke up by the infallible quinine —
We had quite a pleasant passage, we had hoped to get in Boston to spend the fourth of July on the third we was up to Cape Cod the next morning at four o'clock we made Boston light house, the wind shifted to N.W. which was dead ahead, in the afternoon the wind died away to a calm and the ebb-tide set in, we gave up all hopes of getting up to town in time to join in the celebration of our national holiday, we could hear the booming of cannon all day, and the soul stirring music from the Bands in the Bay, and had the mortification to see night close in upon us lying becalmed in the outer Bay, watching the curved lines of the firey sky-rockets as they shot in the sky, the next day July 5th on the flood-tide we worked up up the Bay and came too at the wharf at 1 P.M. after the cargo was discharged all hands was paid off, I took passage in the cars for Stonington and then in the Steamer for New York where I arrived on the 10th July 1848, I next shiped as second mate of the Brig Clinton Capt Andrews a Savannah packet we sailed for Savannah about the 16th of July, I made one voyage in her and being sick of a seafaring life

And being absent from my family so much I
took my discharge and I endeavoured to get
living ashore, I again went to work at th
stevedore and rigging business, until the 17
of October, when I by some inducements held o
by my step father to work with him on his
I emigrated with my family to the State of
Michigan Livingston Co, town of Deerfield
I went to work on my stepfathers farm on
shares where I continued two years, and fin
the profits to realize but little, and my fa
ily being sick a good deal with the fever
and Ague, and getting tired of an isol
life in the woods I returned with m
family to New York in Nov, 1850, shortly
after my return to New York I shipped on
the Schooner Isabella Capt - Abercon
a Boston Packet, we sailed for Boston
about the 20th Nov, the weather was cold
and boisterous, and I half repented havin
again returned to the Sea, but I had
a family to support and there seemed
to no other alternative I could not lay
idle but a short time at once in look
ing for a situation ashore, and but
little opportunity to get acquainted I
always had to resort to the Sea, where I
could always get a berth, we arrived
at Boston the day before thanksgiving
which was a universal holiday, more so
than any other holiday in the year,
and in fact there is no other State i
the Union where thanksgiving is so strict
observed as in the New England States es
pecially in Massachusetts

We loaded with Linseed from an English ship just arrived from Calcutta and sailed again for New York where we arrived after a four days passage, in sailing along the coast near Block Island one night I saw as beautiful a sight as I ever saw, and probably shall never se the like again, it was two Oclock A.M. the weather cold, and wind light from the West, after blowing hard two days from the North West producing that peculiarity at Sea called mirage, or reflecting objects on the horison double, the pale orb of the moon had just risen and when its lower limb was just above the surface of the Sea by the reflection of the mirage there arose another moon large and full as the first, at that instant a large ship under full sail passed over the disc of both moons producing a sight for beauty but seldom equaled, In Feb, 1851 I shiped as mate of the Schr. Susan of Boston Capt Henry Bray bound for Savannah Ga, we loaded with an assorted cargo of merchandise and sailed on the 25th of Feb 1851 after a tedious passage of ten days with adverse winds and gales we made our port of destination, we fell in with a schr. dismasted and abanded off Cape Hatteras drifting about at the mercy of the winds and waves, but which was subsequently picked up and towed in port, after discharging our cargo ~~we~~ found that considerable of it was damaged by water on our recent voyage, in Savannah I fell in with an old shipmate Andrew — who had sailed with me in the Brig Athens to Bremen and Cadiz, he had knocked about the world with various vicissitudes of fortun until we met together at this place, he in want of a berth but as there was no vacancy in our vessel I could not giv him one, We loaded with cotton and sai for Providence R.I. the 20th of March wher we arrived after an ordinary passage about first of April, upon discharging the vesse as she was to load with ice for Wilmingto N.C. and as I wished to go to New York I left the schr and took passage in a slo for the latter place, In April I shiped as mate of the Schr Michigan Capt Thoma Wyatt a Baltimore packet and sailed in a few days, the route to Baltimore along th coast to Cape Henry and up the Chesapeak Bay is very pleasant sailing in the summe season in fine weather, the views up the Chesapeake and Patapsco are very fine, Baltim has the name of the monumental city owing to the numerous monuments in it, the one to Washington is a large and imposing structure, the city generally has a very pleasing appearance, the society in the upper and middle Classes is warm hear and courteous to strangers, more so than at some Northern cities, but it also bears the name of mob-town from the gangs of rowdies in the lower classes, two of the most noted are the "Fells Pointers" and "Federal Hillers" scarcely ever meeting without a collision, I have seen of a Sunday afternoon on Fells Point hundreds of rowdies divided in two gangs hurling and throwing paving stones, brick-bats and other missi

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at each other till the air was thick with the flying objects, first one party would rush and sally out from behind corners at the other and retreat in turn as the other party charged upon them, and keep fighting in this way until they were dispersed by a squad of police when the Patapsco was frozen over in the winter of 1852 I saw a gang of the Federal Hill and Fells Pointers meet on the ice for the ostensible purpose of skating but more correctly for fighting and being mostly all armed with revolvers they commenced shooting and firing at each other, until they were routed by a company of military not however until they had killed and wounded six or eight the authorities seem to be ineffectual in keeping these riots from occurring, Baltimore has quite an extensive commerce with all parts of the world especially to Bremen and Hamburg and hence a large share of the population are Germans, the principle exports of Baltimore are flour tobacco and coal we loaded with flour for New york which was again to be reshiped for California on my second trip to Baltimore I received a letter from New York stating that my wife was lying at the point of death with the typhoid or ship fever, I left the vessel at once and hurried on home by rail road as fast as I could, the agony and suspense I endured in that brief passage home it would be difficult to describe I ~~at~~ arrived at 9 P.M. to find my home deserted, my wifes disease being contagious she having contracted by taking care of a younger sister with the

same disease; her friends being all afraid
of her to see or take care of her, there wa
no alternative left but to take her to the
hospitall, my two children was taken one
to one family, and the other to another, I f
as if my heart would sink within me and I
could not get admittance to the hospita
till the next day at ten. A.M. when I s
her she was speechless and unconscious
any thing and did not recognize me it
being at the turn of the disease but by
the best of medical attendance and nursing
she gradually recovered and was restored to
her family again; Having some business t
transact in Michigan I left for there o
the 2d of July and returned home again a
a months absence, in August 1851 I sh
as mate of the schooner Mary Mankin
Capt S. Wyatt trading between New York a
Richmond Vir, We made two trips to Rich
and then went in the Baltimore trade
on the second trip to Baltimore in Ja
1852 the excessive cold weather set in s
as had not been known before in fif
years, the Patapsco river and upper Ches
peake Bay froze over to the depth of fifteen
inches, our vessel was firmly embedded i
the ice where she lay nearly a month, I
left her and took passage to New York in t
Rail-cars, About the first of Feb, 1852 I sh
as mate of the Schooner Siguine Capt, A. Sw
a Baltimore packet, We made one trip with
quick despatch but the weather was cold and
boisterous that made it very disagreeable,

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loaded again with an assorted cargo of every conceivable article and sailed again for Baltimore on the 15th of March 1852, the weather was fair until within a few hours sail of Cape Henry on the 17th of March, the fore part of the day was hazy and wind light from E.N.E. at 8 P.M. the wind began to increase with indications of an approaching storm at 10 P.M. the storm was upon us with great violence, blowing dead on shore, fortunately we made the light on Hog-Island and was thus enabled to define our position and shape our course for Cape Henry, the hail and rain beat down with a fury I have scarcely ever seen surpassed every sail was taken in and furled except the fore-sail and jib which was reefed down, it being so thick and dark that we could not see a vessels length ahead of us, the sounding lead was hove often to avoid the shoals at the entrance of the Chesapeake, at 12 midnight we made Cape Henry light close too, and came near running on the beach where the seas ran mountain high before we discovered it, We then shaped our course up the Bay. But as the danger was so great in running without seeing the lights on either shore we hove too and let go both anchors with all the cables on both, in the open Bay with the seas running in from the Atlantic at a tremendous neight, deluging our decks constantly with water large quantities found its way in the hold which kept our pumps going, our vessel kept driving at her anchors from the time that we first let them go, a storm-try-sail

was got up and bent to the main mast t
keep her head to wind as she laboured hea
in the trough of the sea, a long hawser wa
bent to the kedge and let go, but she sti
draged at her anchor, and it was evident
that if the gale continued we should dr
on a sand-spit or bar that lay to the
leeward of us, which would be the total loss
of our vessel and probably of our lives, and
I say now at this time of writing that never
before or since in all my experience of Sea
faring life have I felt as much fear an
anxiety of mind as I did then, at 4 A.M
on the 18th the gale somewhat abated and th
anchors held on, a short time previous I
suggested to Capt Swain the necessity of le
the masts go by the board, as it would
prevent her materially from dragging his
reply was that he had thought of that, b
all he was worth was invested in that ves
(as he was part owner) and he wanted to hol
on to the last minute, in the cabin was sto
some twelve or twenty jars of Maccaboy snu
a heavy Sea was shiped over the stern wh
took the boat from the davits and dash
down the cabin flooding it with water a
smashing the jars of snuff and washing th
contents all out so that when the water ran
off the snuff was an inch thick on the floor
sending up a peculiar odor that would sat
fy the most inveterate snuff taker, but as
before stated at 4 A.M the anchors held
but the Sea ran heavy and when daylig
appeared we found that we had draged

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within two miles of York Spit the dangerous sp before mentioned we had shoaled the water from where we let go to where we brought up from eight to four fathoms any less water and she would have struck on the bottom, at 12 M, the next day the weather had moderated we weighed anchor and proceeded up to Baltimore on discharging our cargo it was found to be badly damaged two tiers of boxes of sugar stowed next to the bottom was all washed out by the water, which was saved to the owner however by insurance, having loaded again we sailed for New York whereupon our arrival I took my discharge and went to work at the rigging and stevedore business

On the 20th of June 18[illegible]2 I shipped as mate of the Brig Helen Maria of Bangor Capt, David Pearce bound for Bangor Me, we loaded with corn and flour and sailed on the 24th of June and arrived at Bangor the 30th this was a part of the United States that I had never before seen, Bangor is situated some distance up the Penobscot river, the entrance to the Bay and river of the Penobscot is through numerous rocky Islands and bold headlands, making the navigation quite intricate, the high promontory of the Island of Mohegan is a bold conspicuous landmark at the entrance of the Bay, the shores on both sides of the river is in many places high and rocky, large ships was in all stages of building on the stocks along the banks of the river, where there was no village or town, or houses except temporary ones erected for the mechanics to live in, the timber being cut and got out in the woods and hauled down to the ship-yards ready to go in its place, the sides

-ebbs and flows on the Penobscot from ten to fourteen feet; at Bangor the vessels are left dry at low water lying on the mud, the principle exports are lumber and is one of the larger lumbering ports in the world, its is situate at the head of navigation on the river the lumber is cut and sawed far up in the interior an rafted down to Bangor and then shiped to al parts of the world, we loaded with lumbe and sailed for Warren R.I. were we arriv about a week afterward, Warren is situated at the head of the Narragansett Bay, is quite a manufacturing town and has a large flee engaged in the whaling service after discharging our lading we took in some bale and sailed for Philadelphia on the 2d day out we experienced a severe North-Easter w run under close reefed sails till within fifty miles of the Capes of Delaware when we hove too in a thick fog, waiting for the weather to clear up, the next day the wind hauled to N.W. the weather clea off, we ran up to the mouth of the Delaw were we took a pilot and worked up the river on the flood tide and arrived at Philadelphia in the middle of August, after discharging our ballast we loaded with coal for Boston and sailed again where we arrived about the first of September, wanting to visit my family I took my discharge and took the cars for New York, shortly after my return home I engaged my services to Wells & Provost in the vinegar and pickli business in Front St, I continued at it

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about two months and thought I could have lived very well at the business, it was too much confined within doors and as I did not like the business very well I quit it. and shiped as Mate on board of the Sch.r Jamestown Capt. Samuel Cook trading to Petersburgh Vir, in Nov, 185 I made three successful voyages and sailed again on the fourth on the last of Feb, 1853, after gaining an offing from Sandy Hook the wind veered around to S.W which was ahead. and a cold wet and stormy weather set in; on the second day out the cook (who was a mulatto) was taken down sick with symptoms of what we thought to be intermittent fever, it however gave us no alarm, but on the fourth day unmistakable evidences of small-pox made its appearance in the most malignant form, we were now in a pretty predicament and soon a panic was spread through the crew, with the wind ahead and thick heavy weather with the prospect of being detained several days at sea, a loathsome contagious disease in our midst; and things appeared gloomy enough, the Cabin was abandoned to the cook were he slept, the Capt. burrowing in the hole amongst the cargo when not on duty and I to the storeroom, but as no one would volunteer to take care of the cook, that duty I took upon myself, thus exposing myself more to the influence of the disease, but as all things will have an end the wind shifted favourable and we ran in to Norfolk where there is a Seamans hospital, and after much trouble and delay and by misrepresenting the disease we procured a permi

from the collector of customs for the hospital
and the cook was sent hither in a state of lo
some consumption and rottenness, no one ever expec
him to return alive, we resumed our passage
to Petersburgh where shortly after our arrival
I was taken sick with symptoms of small-po
and as the people would not admit me
ashore at City Point where our vessel lay
there was no alternative left but for me to
go to the seamans hospital at Norfolk, I
took passage in a steamer representing my cas
as bilious and keeping aloof from the othe
passengers, otherwise had my disease been know
I should have been put ashore at the first
landing without mercy, I arrived at Norfolk
late in the afternoon and scarcely able to walk
I made my way to the Collector of Customs, obta
a permit and was admitted in the hospital, the
night I had a violent fever owing to the ex-
citement and fatigues of the day, however I
had the disease light and soon recovered having
had the varioloid and been vaccinated. Soon
after leaving the vessel the Capt and two o' the
crew was taken with the contagion leaving the
vessel deserted the owner was telegraphed and
came on from New York to take charge, afte
being two weeks in the hospital I was pro-
nounced convalescent and discharged when I
again rejoined the Jamestown then at anch
in James River bound for New York, the owner
feeling unwell and in fear of the small-p
more than anything else left me in charg
of the Jamestown to bring her to New York
he taking passage by the steamboat and

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railroad. We weighed anchor with a fair wind and stood out to Sea, having left the hospital too soon and being exposed to the weather I was seized with violent pains in my back and loins and subsequently in my legs, so that it was with the greatest misery that I could remain long enough on deck to attend to the duties of the vessel, after a short passage we arrived at Newyork on the first of April 1853, I immediately went home to my family, when to add to my troubles and afflictions as if I had not already had enough, I found that my youngest child of nine months old had taken sick, died and was buried in my absence, and now I was confined by sickness and rheumatic pains which kept me to the house for two weeks, being now tired and disgusted with the Sea I resolved to try and get a living ashore. As soon as I recovered from my sickness I went to work at dock building for three months, and from that to stevedore and rigging in the X line of London Packets until Oct. 1853 when some new regulation brought with it new employees, I then went into the painting and scraping (vessels) business and scraping vessels bottoms on the dry-dock which business I did very well at, and continued it till in April 1855 I again moved with my family to the State of Michigan Deerfield Livingston Co, where I had bought a house and an acre of land; the first year I worked my stepfather farm with but small success; in 1856, I rented a farm of Wm Howe, this year there was a very severe drought, from the first of July untill Oct, following

which proved disastrous to the crops, I realized
but little therefore for this year, on the fir
of Sept, 1856 I leased a farm of ninety ac
thirty acres of improvement, for three years,
the estate of Jonathan Howe deceased, I move
on to the place, and sold my house and lo
the year of 1857 was a bountiful and frui
year, but the financial crisis of that year spre
like a panic all over the Western States, a
every thing fell far below its nominal va
farmers produce was not saleable at all
excepting wheat, and that at a very lo
price, I realized but very little this year
from the produce of the farm, while my re
had to be paid, and that in money, the
year of 1858 produce took a rise, and tho
crops were not so abundant as some years
the difference was made up by the increase
in value, the year of 1859 came in with
more favourable auspices for the farmer, th
crops were middling with remunerative pri
My lease expired on the first of Sept, 1859, I
was enabled to square up all my matte
and come out something ahead, the last two
years being successful, Not caring to re lease
the farm again, and there being no other
business in which I could engage I moved
with my family to the City of Detroit
on the first of Oct, 1859, After looking
around me and finding no other business
offering in which I could engage, I shipe
as mate of the Schr. J. F. Tracy Capt Ge
Allen, bound from Detroit to Ogdensburg
in the State of New York

pecially in Massachusetts

We sailed from Detroit on the 14th of Oct, and arrived at the entrance of the Welland Canal on the 16th the Welland Ship Canal is quite a stupendious work, having been enlarged with a greater width and depth of water since I was through it in 1846. the place where the battle of the Beaver Dams was fought with Great Britian in the war of 1812 was pointed out to me, also near it was Chippewa on Lundys Lane, St. Catherine on the Canal has grown wonderfully of late and is quite a flourishing town it is within three miles of Port Dalhousie on Lake Ontario all vessels passing through the canal have to pay a toll on vessel and cargo to the Canadian government, we towed through with two teams of horses, on arriving at Port Dalhousie we got every thing ready again for our passage down Lake Ontario, and sailed on the 22d. We had a short run and pleasant weather to the entrance of the St. Lawrence river, we passed what is called the "Lake of a thousand Isles" situated in the mouth and for thirty miles down the St. Lawrence it presents a very romantic and beautiful scenery, the river is full of Islands and rocks, of all sizes from an area of twenty acres down to the size of a small house, rocks piled upon rocks, and the layers of the different strata laying some horizontally, and som perpendicular, and sloping toward the river and back from it, as if some great convulsion of nature had been at work to produce this remarkable scenery, these Islands of rock are nearly

covered with a stunted growth of Norway
hemlocks, and other shrubbery wherever it c
find a place to root between the strata
or layers of rocks, the village of Brock
on the Canada side has a thriving appea
it is mostly built of stone, We arrived at
Ogdensburgh on the 24th of Oct, this place d
not appear to have thrived as mutch a
some in more favourable localities, being
too far North for the American trade a
the winters are very severe, but it is
very healthy place, the lands adjacent
being to rocky to be very fertile, I speak
from appearances from the river, Our ca
of Wheat and flour being discharged we
sailed again for Osweg intending to sto
at Kingston, Opposite Ogdensburgh is th
Village of Prescott, were the Battle of Wi
Mill Point was fought in 1838 between t
Canadians and Britist, the old wind m
which is mutch battered is still standi
were the Canadians took refuge and held
out so long against their opponents,
We sailed up as far as Brockville and came
to anchor, not being able to make headway
against a headwind and strong current,
we went ashore after rambeling about
seeing what was to be seen and making
some purchases we returned on board,
the next day we took a steamer and tow
up to Kingston and came to anchor, ascer-
taining there was no freight offering, we
made sail and stood across the lake fo
Oswego where we arrived the same even

Recently in Massachusetts

Oswego I think quite a handsome place, though it has sufferd much in appearance by the disasterous fires that has visited it recently, the night after our arrival a fire broke out among the canal stables which destroyed property to a large amount, the next morning I counted where had stood one horse-barn forty two dead horses burnt at the fire, but the thrift and enterprise of its citizens will soon rebuild on all the vacant and burnt lots and Oswego will compare well with any of the cities of Western New York, We took in a cargo of salt and sailed on the 1st. of Nov, bound for Detroit the wind blowing fresh from S.W. towards midnight the wind blew a gale and the sea ran very high, our decks were drenched with water at 4 A.M. on the 2d a sudden gust of wind struck us and blew the mainsail from the spars, we being now unable to proceed on our passage with the loss of this most important sail that we squared away and put back under the fore-sail to Oswego for a new main-sail, which detained us two days when we sailed again on the 4th nothing of note occured on the rest of the passage which was pleasant, we had a quick run to Port Dalhousie, towed through the Canal and made sail for Detroit were we arrived on the 12th of Nov, 1859, On the 24th of Nov I received a telegraphic dispatch from Byron Mich, announcing the death of my mother, I took my discharge from the schooner, and took the cars for Byron and arrived in time for the funeral, after a short detention and arrangements of things necessary on su occasions I returned to Detroit. busines in Detroit after the close of navigation unti the opening again in the spring is generally very dull. consequently I did not find mu to do in the following winter, in the sprin I went to work in Campbell & Owens Dry-Dock and Ship-yard in which business I continued until the Oct. following when I shiped as second Mate of the Bark Fan Capt. Daniel Ingraham, I made two trips fr Detroit to Buffalo, our lading was wheat and salt back for ballast. We then saile for Saginaw, on Saginaw Bay Lake Huron for a load of lumber for Sandusky, w arrived there without any incident of m and loaded with two hundred and fif thousand feet of lumber and sailed aga for Sandusky, Saginaw is quite a thri City, but the country around is quite unhealthy and has rather an un prepossessing appearance, especialy towa the mouth of the river, the principle exports are lumber there are several salt wells been bored recently some of which are now engaged in maki salt of a superior quality, We ha a pleasant passage down the Huron and river to Lake St. Clair and came to anch on the St. Clair flats Thursday the 22nd of Nov, owing to a strong head wind from S.W Friday 23rd the wind blew hard from Sou to S.E. with cold rain and snow, at 3. P.M. we took a steam tug intending to tow into Detroit river, the wind hauled around to S.W. and blew with great violence accompanied with a blinding snow, when near the entrance of the river at eight P.M. our tow line parted and we were driven aground on the lee of Peach Island at the entrance of the Detroit river, after grinding about an hour on the boulders, the Bark sliped off in shoal water and lay hard and fast on the mud, Saturday Nov, 24th 1860. A day long to be remembered by every one engaged in lake navigation, when many a poor soul went to his last account, Was ushered in with a hurricane and driving snow drift from S.W. the cold was intense and converted the driven spray into ice as it struck our decks, but the sea around us was comparitively still, being under the lee of the land, and our veſsel being hard aground and a foot out water we lay perfectly still, the gale continued with unabated fury for forty eight hours, during which time but very few veſsels could with-stand its fury in an exposed situation and many were the veſsels piled up and wrecked on the lake coast on that memorable gale, the 23d & 24th of Nov, 1860. On Saturday at P.M. a sudden Blast more powerful than any preceding one which threatened to take the mast out of the veſsel blew us off into deep water when we let go the anchor and held on, Sunday 25th the gale was abated but the cold was intense and the ice had formed in large quantities

At 8, A.M. a steamer was sent to our aſs
tance and towed us to Detroit, As one of m
children was very sick I took my discharge and
went home, Monday 26th my youngest chi
Charlotte Elizabeth died aged two months, and wa
buried in Elmwood Cemetery, the winter o
1860/61 I again went to work in Campbell &
Owen ship yard, In May 1861 I took charge of
the yacht S. T. Brady, having fitted her we went dow
the the St, Lawrence river to Clayton to
exchange her for the yacht Coral according to
a previous agreement by their respective owners,
the trip around was boisterous and roug
for a yacht on the the lakes, on our paſsage
down lake Ontario in a gale from the Wes
ard we ran into the port of Charlotte at the
mouth of the Genesee river, I went to the sm
Cemetery of that place and visited the grave
of the renowned "Sam Patch" which was point
out to me by a person who found his
body floating in the river at Charlotte in
the following spring after his fatal jump at Genese
falls the fall before, We arrived safe at Cla
ton, made the exchange, and returned to
Detroit, without any incident worthy of note
except a severe blow that we were caug
in on lake Erie which we had to weather
out, causing our little craft to be partly
submerged under water for several hours,
we arrived at Detroit on the 27th of May
her new owner Mr. R. C. Barker, being ver
much pleased with the trade, having settled
up for the trip I again went to work
in the ship yard

Recruiting in Massachusetts

[illegible] Dec 1st [illegible] as 2d [illegible] of the [illegible] [illegible] [illegible] in the [illegible] [illegible] promoted [illegible] [illegible] [illegible] made [illegible] [illegible] and took my discharge, in june I made a visit to [illegible] by the way of [illegible] and the New York & Erie rail road at that time one [illegible] [illegible] engaged in supplying the most gigantic and cruel rebellion that ever occurred, and one for magnitude and so little cause the worlds history does not furnish a parallel at every station along the rail road could be seen the evidences of grim visaged war, soldiers were returning from the battle field either wounded or as [illegible] prisoners; while frequently would be seen arriving at the depot, a long box containing the coffined corpse of some officer killed in battle and now returning to its friends for burial, armed men were constantly arriving and departing for the seat of war, arriving at New York the same military operations were going on, except on a more extensive scale, troops from the New England States were daily arriving and departing. the park generally [illegible] turned into a military hospital for the sick & wounded soldiers, the city seemed one grand military encampment, I visited the navy yards [illegible] the same busy preparations were [illegible] going on, vessels were building and being coated with plates of iron of great [illegible] thickness, [illegible]

heavy iron beaks or rams were attached to their prows to run into and sink an enemy's vessel, enormous quantities of solid shot and shells of thirteen and fifteen inches diameter were being [illegible] every thing indicating that the government and people were terribly in earnest in crushing this [illegible] and [illegible]
After staying about a week around New York, I returned to Detroit.
In Sept, 1863 I took charge as master of the schooner Dolphin of Detroit I made one trip from New Baltimore Mich, to Oswego with a cargo of wheat, and a load of coal back to Detroit I made two trips Buffalo with wheat, when the schooner being sold to other parties brought with it a change of masters, In Nov I shipped as mate of the Barque Kate Darley, then lying at Detroit partially dismasted with a load of wheat for Buffalo, after refitting her out we sailed on the 17th of Nov, weather cold and rainy we had a tedious and unpleasant passage to Buffalo, on discharging our cargo of wheat we found it very badly damaged which, however was covered by insurance we had on board twenty seven thousand bushels of which nine thousand five hundred was classed as damaged wheat, having discharged we took in two hundred tons of sand as ballast, and sailed for Milwaukee on the 25th Nov. weather cold & stormy with head winds

We passed Detroit on the first of Dec-ember through the lake and river St Clair to Lake Huron, was two days in beating up to the straits of Mackinaw on Friday the 5th of Dec at 9 P.M. was off Beaver Island the weather for the last three days was cold and squally wind blowing fresh from the westward when it suddenly shifted to N.W. blowing a gale, with most intense cold making a terrible sea running, we furled our light sails reefed the top-sails and main-sail & mizzen carrying all the canvas our vessel could stagger under, and we nearly perishing with cold in taking in what we did the thermometer down to zero and every drop of spray that flew on our decks and on our canvas and rigging formed into ice, until, every thing was so bound up with ice that our rigging and sails was nearly unmanagable, the ice formed on our sides to the thickness of two feet and as thick on our decks, we hauled up between the Fox Islands and stood over close to the Wisconsin shore making a lee and smoother sea Saturday Dec 6th all hands at work chopping and breaking ice from the deck and rigging and getting the anchor and windlass ready for use at 9 A.M. ran into the bay at Milwaukee and could anchor not being able to run inside the piers in our icy condition, we sent a boat ashore for a tug-boat and towed into the wharf and made fast, thus finishing the trip and the season [illegible] having experienced the worst [illegible]

twenty four hours from cold and fatigue as
ever [illegible] in the same time
Milwaukie is a handsome and thriving c
and is sometimes called the Cream City
from the color of the bricks of which the ho
are built being a cream color, and stan
in the bay of the same name on the s
of Lake Michigan the inhabitants are f
eighty germans from Milwaukie I took
passage in the Steamer Milwaukie acros
Lake Michigan to Grand Haven and fro
thence by railroad to Detroit where I
to work again at my old place In Jun
I shiped in the Schooner Sinai Capt. Ja
Jones in the stave and lumber trade we m
two trips from Detroit and one from Wy
and Canada to Buffalo with staves, and back
Detroit, and one trip to Port Austin Lake
and back to Detroit with shingle bolts,
In Nov. 1860 I shiped as mate of the Stea
Sentinel Capt. Richard Shingleman boun
to New York by the way of the [illegible]
river we left Detroit on Sunday morning (
15th taking the Bark Tanner in tow she bein
partially dismasted we arrived in Buffalo on
Monday, making the passage in thirty ho
thus establishing our reputation as a fast
runner, considering our towing a vessel of
six hundred tons burthen loaded with twe
nine thousand bushels of wheat, left Buf
on Tuesday Nov. 17th for Port Colborne at
entrance of the Welland canal laid up for
[illegible] by bad [illegible] Wednesday Nov. 18th
got through the canal at 12 M.

[illegible]
[illegible] night and day before we had a pleasant run through
Lake Ontario Thursday Nov. 19th landed at Cape Vincent
at the entrance of the St. Lawrence at 9 A.M.
stopped at Clayton for a small boat and left
at 11 A.M. had a splendid run through the
beautiful scenery of the "Thousand Isles" which
I have before described, Arrived at Prescott at
5 P.M. took on a quantity of stone ballast to trim
on even keel to run the rapids and the lower
canals we drawing more water at the stern
than at the bows Prescott is a town of consider-
able importance on the Canada side, opposite
Ogdensburgh in the State of New York, and about
two miles above "Windmill Point" where was a
battle fought in the Patriot war between the
Patriots and British forces, the old wind mill
still stands where the Patriots took refuge, besides
the walls of three or four stone houses all
of which bear marks of shot from the British
artillery, Friday Nov 20th left Prescott at 7 A.M.
ran through the Gallop rapids Arrived at the
Cornwall Canal at 2 P.M. passed through the
Canal and made fast to Renshaws wood yard
at 8 P.M. and wooded up
Saturday Nov 21st left Renshaw at 6 A.M. weather
cold and clear, arrived at the Beauharnois
Canal at 9 A.M. Valleyfield at the entrance
of the Canal is a French village, engaged
in the paper manufactory the Beauharnois
Canal is about twelve miles long and has nine
locks but there is a deficiency of depth of water
not more than nine feet of the locks consequently
vessels drawing more than that depth cannot

[illegible] through [illegible] [illegible], like all of
the canals in Canada it is finely and sub-
stantially built especially the locks. The Beauh
canal is cut through to overcome the hind-
to navigation occasioned by the Cedars and
Cascade rapids a good view of which we had
while going through the canal. at 12 M,
passed through into the St. Lawrence ag
at 2 p entered the Lachine canal, the villag
Lachine at the head of the canal, is quite a
pretty place, though it has a very foreign
looking appearance on the opposite side of the
river is an Indian village called Cachinawa
the Lachine canal is about eight miles
and has seven locks at 6 P.M. arrived at
Montreal, Sunday Nov 22d We lay over at th
place until tomorrow night and now for a
ramble through the city I find Montrea
to be quite a large city and contains
many splendid buildings mostly of stone the
are no better specimens of architecture in
North America the old Cathedral of Notre Dame
is a grand and imposing edifice, built
of grey stone, it has two very large and
high towers, the interior is finished off
in gorgeous splendour it has two tiers
of galleries the front of which is suppor
by four very large fluted pillars of Egypti
marble, extending from the base to the roof,
the altar is finished off with costly decora
tions giving the interior view a ~~[illegible]~~ grand and
imposing appearance, the whole I should judge
[illegible] [illegible] [illegible] [illegible] [illegible] persons
[illegible]

At this place a description of which is too well known for me to give it here the City Hall my [illegible] house all in the same building is the largest of the kind I have ever seen. This is a large port for shipping from the [illegible] during the summer months of navigation but three sea going vessels now remained, the rest of the fall fleet having left previous to the closing of navigation.

Monday Nov 23rd. Yesterday a party of Southern refugees came on board and applied for passage to Pictou, a place we intended to stop at for coal, we told them that we were not licensed to carry passengers besides we had not sufficient accommodations, we asked them why they did not take the railroad as it would be quicker and cheaper, they replied by saying they chose a sea passage, and would give us if we would take them forty dollars apiece. At first we partly acceded to their offer. But on more mature reflection, knowing we would be [illegible] and calling to mind the offer to pay us forty dollars apiece when the regular fare was but eleven dollars on the railroad and would not occupy but twenty four hours, whereas if they went by sea it would take many days, and that in a cold and stormy time of year, the suspicion flashing across us that if we took them we should get into trouble, we declined giving them a passage, they undoubtedly intended after getting aboard at a favourable opportunity to capture the boat and run her off South, a suspicion quite confirmed by intelligence of the capture of the steamer Chesapeake a few days after [illegible] bec and Portland, in a similar manner to the programme apparently laid out for We took on a quantity of wood an at 7 P.M. left Montreal for Quebec

Tuesday, Nov, 24th. the weather clear and cold, we ha a fine run and arrived at Quebec at 9 o'c running the distance 180 miles in fourteen hours, at 12 M. a severe snow storm set in continuing the rest of the day and night. a half doz or so of sea-going ships where here loading bound for European ports, bei the last of the fleet, Quebec is a very o city and of considerable importance as a s port on the opening of navigation in the spring there may be seen two hundred sai of vessels loading for European ports the principle articles of exports being, wheat, lumber, & timber, by far the greater quanti of the latter article, what struck me as peculiar to Quebec as well as Montreal was the narrowness of the streets, scarcel wide enough for two vehicles to pass abreast, every thing as at Montreal has a decided Frenchy appearance

Nov. 25th. The weather to-day is cold and win we finished coaling "about sixty tons" and left here at 11 o'clock A.M. the land on both side of the river below Quebec is high and mountainous, there are many nice villages all the way down the river on both sides I noticed one thing in particular as applica to Lower Canada, that where you see a town or village no matter how insignificant size or importance you will see a la and commodious Catholic churches, by far the most conspicuous object to be discerned, it appears that every other subject in these Canadas is made subservient to the church of Rome. We saw several ship-yards in the Lower St. Lawrence where vessels where in the process of building

Thursday Nov. 26th we arrived off Bic Island at 2 A.M. and hove too for three hours to discharge the pilot, weather very cold. I ~~drawed~~ drew a bucket of water, and tasting it, found it very salt showing that we were at Sea, on an old familiar element. The St. Lawrence at its mouth is very wide, and looks more like a large Bay. We stood out into the Gulf of St. Lawrence the wind blowing hard from the Northward raising a heavy sea our boat behaving admirably in a sea-way, this day being thanksgiving day at home was but little attended too by us, we having other matters to us of more importance to attend to

Friday Nov. 27th at 8 A.M. passed Gaspe Bay the land here along the coast is very high and mountainous presenting a barren solitary appearance but little signs of habitation except a few fisherman huts, At 4 P.M crossed the Bay of Chaleurs At 12 mid-night abreast of Miramichi Bay

Saturday Nov. 28th We are running through the Northumberland Strait. which is formed by Prince Edward Island on the East and New Brunswick and Nova Scotia on the West At 7 A.M. we ran in the harbor of Pictou [illegible]

[illegible] weather thick and rainy. Sunda
Nov. 29th we lay at anchor all day there
not being water enough at low tide to la
at the wharf, the weather foggy and rain
Pictou has a very pleasant appearance, bui
on a slope of land facing the Bay, it is
quite a place for ship-building, three of wh
were on the stocks while we were there. t
principle export trade is in coal, of which la
quantities is exported every year, it is bro
from the mines by rail-road to a place
three miles above Pictou where it is shiped
all ports. Monday Nov. 30th at 7 A.M. we
weighed anchor and ran up to the coaling st
took on thirty tons of coal and back to Picto
and made fast [illegible] the wharf, the weather be
unfavourable to put to sea, Tuesday Dec. 1st
at 2 P.M. steamed out of the bay and proceed
on our voyage. at 8 P.M. came to anchor in t
Gut of Canso, weather dark and thick wit
snow squalls, Wednesday Dec. 2d at 1 A.M. go
under weigh, wind blowing fresh West and cold
run through the Gut of Canso and stood ou
to Sea at 6 A.M. a gale set in and increase
in violence, blowing from S.W. large quantit
of water were shiped on deck, which foun
its way in the hold through the coal scutt
our vessel rolled and pitched tremendously,
at 7½ A.M. put back for the Gut of Canso
for a harbour, nailed pieces of canvas over th
coal scuttles to keep the water out of the hol
which had risen nearly to the fire grates,
the gale still increasing with [illegible]
[illegible] there being danger of our [illegible]

[illegible] in the harbour [illegible] came to anchor [illegible] with [illegible] at 7 P.M. [illegible] Dec 3d weather very cold, and wind blowing [illegible] from [illegible] with snow [illegible] all day, Cape Breton appears to be a barren and [illegible] inhospitable place, the few inhabitants living on it, are of French descent and are principally engaged in fishing and [illegible]. Friday Dec, 4th wind blowing hard from S.W. [illegible] laying at anchor, [illegible] and pleasant at 7 A.M. commenced to get under weigh while heaving up the anchor by [illegible] and cutting a [illegible] from my eye to my mouth. our boat was [illegible] into the wharf to procure a doctor [illegible] the same. having procured a doctor [illegible] was sewed up, which [illegible] in [illegible] after [illegible] again [illegible] left at 12 M. at 5 P.M. came to anchor in White-haven harbour, a heavy sea running outside. Sunday Dec. 6th at 4 A.M. got underweigh and proceeded on our passage at 9 A.M. saw a schooner on a reef with a flag of distress flying [illegible] her relief, and tried to pull her off with a hawser, we failed and got on the reef ourselves, it being [illegible] tide fortunately, at 2 P.M. the tide having risen we got off [illegible] abandoned the schooner to her fate, there being no danger to the lives of the crew, at 11 P.M. [illegible] Halifax, the weather

[illegible] but a heavy sea running [illegible]
[illegible] passed Cape Cod light at 2 P.M. we had
beautiful weather and a splendid run to Cape
[illegible] which we made at 7 P.M. on the 8 [illegible]
[illegible] anchored abreast of Chatham at 11 P.M. to
wait for daylight. Wednesday Dec 9th got under
weigh at 1/2 7 A.M. run around close to
[illegible] Point and came to anchor at South [illegible]
ble at 10 A.M. to fix machinery, Thursday Dec 10
weighed anchor at 10 A.M. and continued our
passage, weather clear and cold, wind blowing
[illegible] [illegible] [illegible] at 5 P.M. abreast of Point Ju
we had a rough passage through Long Island
Sound, the spray continually flying over us and
on our decks freezing in to solid ice loading
us down with it; at 3 A.M. Friday Dec 11 came
to anchor at Sandy Point ten miles from Hell-g
to wait for day light, at 7 A.M. got under
took a pilot, run through Hell gate and a
at New York at 4 P.M. thus ending the
voyage being one as full of interest and
[illegible] as I had made in a long time, af
being paid off and spending a week in
York in seeing what was of interest to be
seen, I took the cars on the New York and
Erie Railroad and arrived home in Detroit on
the evening of the 24th of Dec.
After a short time idle with my [illegible]
which I enjoyed myself very [illegible] I [illegible]
to work at my old place at Campbell
Owens Shipyard; I was [illegible] [illegible]
tired of sailing and [illegible] [illegible] and [illegible]
always on the lookout for [illegible] [illegible]
but not over labor[illegible] employment [illegible]

[illegible] such [illegible] [illegible] of [illegible] [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible] Am I not possessed with good health and [illegible]
[illegible]
[illegible] fortune, then [illegible] and Revolutions I
think they have, I have lived long enough to
[illegible]
are [illegible]
[illegible]
[illegible] the strife and turmoil of the world are
[illegible]
[illegible] glance at the surface, I taking this [illegible]
[illegible]
portion of the blessings of this world, I will
endeavour to think so,

[illegible] not [illegible] the best medicine of life
[illegible] render it a curse
[illegible] take it as we would a wife
[illegible] better or for worse
[illegible] all the same
[illegible] life is made of [illegible]
[illegible] whilst we're here with friends so dear
Let's drive dull care away
[illegible] to [illegible]
[illegible]
[illegible]

In [illegible] [illegible] I [illegible] of the same Owners [illegible] [illegible] [illegible] [illegible] trade on the Detroit and [illegible] [illegible] [illegible] [illegible] [illegible] a p of the season. I then [illegible] in the [illegible] [illegible] Murdock in the [illegible] trade to Buffalo, I made one trip in her, when I [illegible] in the [illegible] [illegible] [illegible] [illegible] engaged in the Saginaw Toledo and Cleveland lumber trade, I made fo trips in her when hearing of my wife being sick nigh unto death I was obliged to take my discharge and came home where I found my wife very low with bilious fever and jaundice, on recovering I sailed in the Schr Star of the [illegible] Capt [illegible], we made one trip to Oswego with a cargo of hoops, when I left and shipped as mate of the Schr Star of Hope Capt A. McGuire, engaged in the lumber and grain tr we loaded with lumber at port Huron, and [illegible] for Chicago, where we took in a carg of wheat for Buffalo when discharging we took in a part of a cargo of coal for Chicago, we [illegible] for Cape [illegible] a small out of the wa place North of the Island of Mackinaw in the upper peninsula of Michigan to complete our ca with lumber. Cape [illegible] is a lonely and [illegible] looking place, with no white people except those engaged getting out lumber for the Chica market. the rest of the [illegible] population are [illegible] [illegible], the bays and inlets around Cape [illegible] [illegible] the Island of Mackinaw, is famous f fish, and is a favorite resort for fishing parties from the lower peninsula during the summer season, the water all around the Island of Mackinaw is very clear and [illegible]

[illegible] by magic, since I was there in 1846, [illegible] in their stead are places [illegible] of [illegible], stone, an iron, and for [illegible]! [illegible] miles out, were some five or six thousand federal prisoners were confined, no one allowed to approach to the fence, [illegible] to me [illegible] wagon to and fro over the ground like an [illegible] at the South, I must confess that my [illegible] and all hearts are anxious for peace, but [illegible]

[illegible] to remunerated to the offices, all [illegible] [illegible] [illegible] for the [illegible], for [illegible] that [illegible]. The [illegible] of the war [illegible] the [illegible] of the [illegible], I [illegible] with the [illegible] at the [illegible] determining to depart [illegible] [illegible] for the [illegible] [illegible] [illegible] [illegible] of Chicago although [illegible] [illegible] I found the town [illegible] [illegible] [illegible] and the telegraph [illegible] news over the land that Abraham Lincoln [illegible] re-elected to the [illegible] [illegible] of President of the United States, [illegible] in the [illegible] [illegible] [illegible] loyal [illegible] [illegible] [illegible] the prosecution of the war to a successful termination is guaranteed without a doubt.

After discharging our cargo of [illegible] and coal, [illegible] loaded with wheat for Oswego, and sailed [illegible] [illegible] port of destination, on Lake Michigan we encountered a most tremendous gale of wind which was successfully weathered through, being more favoured than some other vessels caught in the same storm, the Bark Magona fo[illegible] [illegible] with all on board and all were lost. After a somewhat tedious passage we arrived at Oswego and discharged our cargo, when winter having now fairly set in with [illegible] and freezing, (although it was but the 25th November) we laid the Schooner up for the season of navigation, from thence [illegible] the rails and [illegible] since arrived [illegible] my home in Detroit. During the [illegible] of [illegible] [illegible] in the ship yard of [illegible] [illegible] [illegible] of four hundred [illegible] [illegible] [illegible] to [illegible] from the [illegible] on the

13th March 1865. I was finally [illegible] to [illegible] to [illegible] the [illegible] [illegible] [illegible] I [illegible] to [illegible] a year in the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] to the [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] for the [illegible] I [illegible] [illegible] [illegible] [illegible] the [illegible] [illegible] the musket or desert which I did not want [illegible], but as a little time and [illegible] [illegible] [illegible] the Provost Marshall for our [illegible] to make up the quota by volunteering or enlistment, I made myself as easy as could be expected under the circumstances. However, as all things will have an end, a bright side [illegible] [illegible] [illegible] to grant this virtually ending the [illegible] the draft was suspended and I [illegible] [illegible] [illegible] [illegible], without loss of [illegible] [illegible] [illegible], hardly had we realized that the war was about ended, when the country was shocked [illegible] from [illegible] to [illegible], by the telegraphic news that our beloved President Abraham Lincoln had been assassinated by an enemy of the [illegible] and in sympathy with the South, after the war was over, and the [illegible] [illegible]. It was the height of madness to resort to such high-handed measures, as it could not have gained any thing in favour for the South, in any sense of the case, but embittered the North more than ever against the South, but it was of a piece with all the [illegible] [illegible] and cruelty [illegible] by the South [illegible] [illegible] when an opportunity [illegible] [illegible]

the [illegible] and [illegible] feet for fifteen or
twenty [illegible] seamen. I thank God that I [illegible]
[illegible] the [illegible] any [illegible]
of the [illegible] that [illegible] express his honest opin
on the [illegible] without being [illegible]
and feathers, [illegible] out of town, [illegible]
[illegible] have done before the [illegible]
[illegible] his [illegible] coincided with them
After [illegible] in Schr. Nightingale [illegible]
[illegible] for [illegible] where we loaded [illegible]
[illegible] and sailed again for Chicago [illegible]
[illegible] and [illegible] our cargo
The vessel was laid up, for want of business
After spending a few days ashore [illegible]
[illegible] I shipped on the Schr. Advocate [illegible]
[illegible] in the lumber trade between Grand
Haven & Chicago. Grand Haven I found but
a small place, though growing fast, the
[illegible] business consist of pine lumber[illegible]
and the white Fisheries; it is also the
terminus of the Detroit & Milwaukee [illegible]
to Lake Michigan. I made [illegible] trips
in the Advocate, and then sailed as 2nd
Mate of Schr. Swallow, Capt. [illegible]
loaded with wheat for Buffalo, where we
arrived safe, discharged our cargo, took on some
ballast and sailed for Detroit, intending
to lay up at the latter place for repairs [illegible]
a few days, I was soon tired [illegible] of
idleness, and was prepared to get something
to do ashore, a friend of mine offering
me a chance with him on the [illegible]
[illegible] I left the
[illegible] and gladly [illegible] that the offer

In my own business, delighted [illegible] [illegible] [illegible] reading, & [illegible] getting [illegible] [illegible] [illegible] [illegible] as it is [illegible] [illegible] great part of [illegible] [illegible] of [illegible] the day, but the [illegible] [illegible] [illegible]. There appears to me [illegible] in the world without some alloy, at least I have [illegible] found it so,

Sept 1st 1[illegible] I was taken with what I call a [illegible] Rheumatism in my left ankle which laid me up with great pain for five weeks, in my recovery so as to be about [illegible] again, my wife was taken with a lingering [illegible] complaint which [illegible] the skill of the physicians, I have got along [illegible] well for the last two years, but [illegible] [illegible] my [illegible] [illegible] [illegible] [illegible] to [illegible] [illegible] [illegible] my wife [illegible] to grow worse, the Doctor [illegible] her case to be a cancer, on the 20th [illegible] I was taken again with my old complaint in my left ankle [illegible] [illegible] [illegible] [illegible] [illegible] in scalding [illegible] with [illegible] [illegible] I have suffered [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] On the 20th Sept 1868 [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible] [illegible] [illegible] [illegible] [illegible] wife,
[illegible] [illegible] [illegible] [illegible],
[illegible] [illegible] [illegible] [illegible] [illegible]
Alternate [illegible] and [illegible];

My [illegible]
[illegible] [illegible] [illegible] [illegible]
The kingfisher at [illegible],
And scarce would heed the [illegible]
Who sang beside her nest;
[illegible] [illegible] that [illegible] our boat would be
Thus anchored and at rest,
Dear love,
Thus anchored, and at rest!"

I am lonely now, I miss my wife, Oh! how
much; It is now the 20th June 1869
one year since I was laid up with my [illegible]
I am not well yet, but have to walk with
a cane, neither have I done much work
Oh! what an eventful year for me, I am sad
[illegible] and [illegible], shall I ever recover
the full use of my leg? I cannot see in the
future but I will hope on, we are not told
[illegible] [illegible] [illegible] the wind [illegible]
I will try to believe it,

Jun, 1871 I have got along thus far
as well as I expected, though far from
being well of the rheumatism I have
been steadily improving, and can
now walk without a cane quite
comfortable. Hoping that a trip to
the seaboard would be beneficial I
resolved on going, accordingly I left
[illegible] on the 13th Jun 1870 for the
[illegible] [illegible] there in due time [illegible]
visiting old friends and seeing the sights
of the City for about one week. I
shipped in the Sch. "Daybreak" Capt.

Bound to Key West Fla, loaded with government stores for Fort Jefferson & Taylor, and for the naval station at Key West, we sailed on the 2nd inst, after a pleasant passage of [illegible] days we arrived at Key West. This is a town on the small Island of Key West, situated at the Southern extremety of Florida and lies within the tropics; the town contains about five thousand inhabitants mostly of Americans, Spanish refugees from Cuba, and negroes; the Island is almost barren and produces but very little for the sustenance of life, the inhabitants subsist mostly by the patronage of Northern invalids who go there to spend the winter and by the sailors and soldiers of which this is the great naval station for the Gulf, and the salvage on shipwrecked Vessels and cargos of which many are wrecked every year on the reefs and keyes around this coast, the vegetation of the Island contains a growth of bushes from six to twelve feet high, and the cactus or prickly pear tree from ten to fifteen high; a few cocoa nut trees & banana groves are planted in the more fertile spots and gardens, the whole of the Island and Keyes have been thrown up by the action of the Sea, and consists mostly of small flat stones and covered with sand, the climate is delightful in winter and very healthy, and in the summer time it is not so warm and

sultry as on the main land of Florida
After discharging our cargo and making som
necessary repairs, we took in a supply
fresh water from a large tank (there
no fresh water on the Island except rai
water that is caught in the rainy seaso
and preserved in tanks,) and sailed o
the 12th March for Omoa Honduras af
a pleasant passage of six days we
arrived at the port of Omoa and
came to anchor this is a strange out
of the way place, and was originally a
Spanish colony as was all of Central Ame
Florida, and Mexico, and the larger p
of South America, until the Colonies revo
against Spain and Honduras became a
Republic among the rest, At Omoa th
is an old Spanish fort built near tw
hundred years ago, mounted with bras
guns of an ancient date, this used to
be a resort of bucaniers and pirates
in olden times, the place has made
but little improvement from that ti
to this, it contains about five hund
inhabitants equally divided between Spani
Indians or Caribs, and Negroes, they have n
enterprise or energy and cultivate th
soil but very little, which is very fert
and would produce an abundance of the eve
applicable to a tropical climate for the
necessaries of life, the principle expor
are Mahogany, cedar & fustic timber
of which immense forests grow every
where, considerable trade is also done in

dry hides and coffee, All tropical fruits grow here in abundance with but very little cultivation, the inhabitants lead a very lazy and indolent life and work but very little, they require but little clothing and that of cotton as it is a perpetual summer, the uses are of the rudest kind, built of slats from the cabbage tree set upright in the ground an inch apart and fastened together by green wythes, covered for roofs with the long leaves of the cabbage tree and cocoa nut tree, Many of the wild animals of the forrests of Honduras are strange and curious; the wild hog is of a nut brown colour and has no tail, with a long snout and tusks, they are sometimes caught and domesticated, ant-eaters with their powerful fore legs and claws adapted to tear to pieces the ant-hill, and with their long pointed nose search for the ant, for food they are a repulsive looking animal, lizards of several species, some as large as a small cat, and two feet long from the head to the tail, darting out and in from the ruins of the old fort wall and building; small lizards about a foot long with a top-knot or comb on their heads something like a roosters comb, will run a long the ground and branches of trees, stop in their speed and look at you for a moment, then dart away again so swift that your eye can scarcely follow them; the goano, something in shape of the alligator abounds in the low timber and on the

banks of rivers, about the size of a sm
cat, the inhabitants catch and eat
and think it an excellant dish. a more
repulsive looking animal to eat can scarc
be thought of, numerous birds of all des
tions with bright and gay plumage inhab
the forests, parrots and parroquets, "yello
tails" from their colour larger than a blac
they build their nests by hanging them
from the limbs of tall trees, they are g
singers, but I have noticed that the so
of all tropical birds is not very mu
sical or sweet more of a screech or a
scream, but their gay and beautiful
colours makes amends for their less bea
in singing, on the rivers and marshes
[illegible] the beautiful white Heron an
bl[illegible]ane; while on the Sea Coast is
pelican and frigate bird, the lat
is a regular pirate, although he
lives chiefly on fish he never catches
them, as in fact he cannot dive in the
water for them, but waits flying aroun
until some other bird has caught one
when he pounces on the bird with the
fish, strikes him on the head until
the prize is let go when he dives and
catches the fish before it strikes
water, there is no wells at Omoa; all the wa
to supply the town is brought from a sma
river near by in jars and calabashes on the
heads of wenches & negroes, it seldom rains
in Honduras in what is called the summer
or dry season from February to Oct, & mon

from October to Febuary is the rainy season. when it rains gently a great part of the time, this is called the winter season.

After laying three days at Omoa, there being no cargo for us there, we weighed anchor, and made sail for the mouth of Ulua river, distant 20 miles to the East'ard were we came to about two miles from the mouth of the river, there not being water enough for us to run in, only seven feet on the bar, we intending to take a load of cedar timber for New York. the timber is cut fifty to a hundred miles up the river, rafted down to a mile of its mouth were there is a small town, it is hauled up on the bank and squared and rafted again, then towed by boats over the bar alongside of the vessel and hoisted in, as there is a strong trade wind from the N.E. setting in every day it creates heavy breakers on the bar, endangering the boats by capsizing, and very often breaking up the rafts while being towed over the bar, the timber driving out to Sea or thrown up high and dry on the beach. we had a great deal of trouble in loading from this cause, being wet with salt water every day, At night the Sea-breeze dies out, and a light land breeze blows through the night, to be succeeded by the Sea breeze in the morning, and so on in continued regularity.

The growth of timber, vegetation, and vines along the banks of the Ulua river is immens so thick that it is almost impenetrable except where there is paths. the view in passi up the river by boats is splendid and beautiful, a solid wall on each side of tall tre covered with vines, runners and creepers, growing down in to the very water, and they all coverd with variegated flowers ma a sight which should be fully appreciated a seldom seen, we frequently in going up the river in the morning saw large alligators on the banks and bars foraging for food. bu they are shy and would dive in the water on our approach, it was an interesting sc to watch the pelican, a huge clumsy lo in bird sailing around over the bar when suddenly he would dive in the foa in breakers, catch a fish, deposit it in his pouch under the beak, and then watch for more, or sail away to feed the young, as much so to see the pirate or frigate bird pounce on some other bird that had caug a fish, peck him on the head when h would let go the fish. and the frigate bi would catch it before it struck the wa As the timber was not ready for us when w arrived at the river, we had to wait a long time for our loading for eight long week we lay at anchor in the open sea off the bar o the river, rolling in the long seas that cam tumbling in from the Carribbean Sea, caused by trade wind, a very unpleasant, tiresom and monotonous life, the vessel however received compensation for her long delay, thirty dollars per day in gold for all over thirty days required to load her, as demurage, having completed our loading we got under weigh and sailed again for Omoa to clear our vessel from the Custom house this not being a port of entry, We sailed again from Omoa on the 15th May for New York, after a pleasant passage of 20 days we arrived at our port of destination, the voyage being ended, and probably the last that I shall ever make at sea, After rambling about New York for a week, I made a short visit up to West Chester Co, where I was formally raised after an absense of eighteen years, I saw many old friends and acquaintances still living but time had made his mark on all of them, many more had departed for that bourne from which no traveller returns. I spent a few days very pleasantly and returned to my home in Detroit, where I arrived on the 17th June 1841

[illegible]
of Morse Brothers, of Canton Mass, [illegible]
of Black Lead works, as travelling a[illegible]
by painting signs, on fences, rocks, [illegible]
[illegible]
[illegible] over the [illegible]
highway & rail roads. I visited all the prin[illegible]
[illegible] in Mich [illegible]
to Milwaukie, Watertown, Oshkosh, Fond [illegible]
in [illegible]

[illegible] [illegible], [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] of the [illegible] [illegible] [illegible] [illegible] and a procession [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] gathering [illegible], in the same and [illegible] them to the [illegible]. At parts the [illegible] of the country changes [illegible] [illegible] and [illegible], with some [illegible] farm [illegible], through La Crosse on the east bank of the Mississippi, a smart lively town [illegible] [illegible] [illegible] "Mississippi [illegible] [illegible] [illegible] [illegible] Minneapolis,

The scenery on upper Mississippi is fine [illegible] [illegible] compares with the Hudson, high bluffs, crowned with rocks, in some places nearly perpendicular overhanging the [illegible], a [illegible] [illegible] [illegible] in one of the splendid steamers [illegible] for St. Paul [illegible] [illegible] [illegible] remembered [illegible] [illegible] [illegible] [illegible] [illegible] crowded in the summer months with [illegible] of all [illegible] [illegible] [illegible] and of all [illegible] in [illegible], the tourist for pleasure, the merchant on business, the [illegible] speculator, [illegible] hunter, trapper, raftsmen and [illegible] all bound to their various destinations, [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the [illegible] [illegible] up the river. At Winona a lively town on the west bank, where there is a rail road above the town Wabasha, Minnesota, through Lake Pepin, an enlargement of the river past the Maiden Rock, on [illegible] the considerable [illegible], Red Wing, Hastings where is another rail road bridge and thence to St Paul at the head of steamboat navigation, this is a fine city, being the great [illegible] for trade and commerce in the North West, it has some elegant buildings for business and Hotels, the banks of the river here is high and precipitous, formed of solid sand stone rock, soft enough to be cut with a knife.

Fort Snelling, between St Paul and Minneapolis, has a commanding view of the surrounding country, it is built on the bluff, the [illegible] river winding like a snake at its base, between Fort Snelling and Minneapolis is the falls of Minnehaha, Indian name for "the laughing water," and well it deserves the name, a more beautiful little piece of scenery I never saw, a real gem of nature, it is formed by the outlet of [illegible] Lake, clear as crystal, flowing down a precipice a short distance from the Mississippi. Minneapolis, is thriving town on the west bank, at the falls of St Anthony, connected with East Minneapolis or St Anthony by a wire suspension bridge to Nicollet Island [illegible] bridges, the falls in the river here furnish an imm[illegible] water power for lumbering and manufac[illegible] turing purposes. [illegible] the [illegible] to [illegible] 30 [illegible] of [illegible] the [illegible] is a [illegible] compact built town in a notch of the high bluffs overlook[illegible] the [illegible]. From here I went to [illegible] the Capital of the State, pleasan[illegible] situated on rising ground and near[illegible] in the [illegible] of three beautiful lak[illegible] [illegible] for excursions and fish[illegible] parties. Thence to Janesville, Beloit, [illegible] a beautiful city on the shores of Lake Michigan, then to Kenosha, Waukegan, Chicago [illegible] and [illegible] making [illegible] [illegible] the [illegible] [illegible] Dunleith, and acros the [illegible] a rail road bridge [illegible] Dubuque, this is a fine growing town, [illegible] on the [illegible] thence to Sabula; across the river to [illegible] [illegible], Rock Island, and Davenport, [illegible] [illegible] [illegible] Rock Island [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] the middle of the river, crossed by a [illegible] [illegible] bridge, [illegible] [illegible] [illegible] Galesburg, Monmouth and across the river to Burlington a brick built town, confined in a narrow space between the bluffs and river, thence to Keokuk, Hannibal, and St. Louis. This is one of the best built cities in the N. W. composed of brick and stone, regularly laid out, a steel rail road bridge connects with East St Louis. One of the most [illegible] [illegible] [illegible] works in the U.S. it has [illegible] spans, with the approaches, and [illegible] high [illegible] [illegible] the [illegible] for the largest steamboats to pass [illegible] at the highest stage of water, but the most [illegible] [illegible] [illegible] [illegible] of the [illegible] [illegible] [illegible] [illegible] of four or five [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] to the river. About eight or ten [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] there is [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] on account of the uneven stages of the water [illegible] [illegible] with [illegible] [illegible] from low to [illegible] [illegible]

Wharf boats are moored alongside of the levee with long planks and to them are fastened the steamboats, as the river rises the wharf boats are hauled in to the levee, and shoved out again as it recedes, the scene along the levee when business is at its height is truly an interesting one, the scores of boats lazily puffing and [illegible], the gangs of laborers shouting and singing at their work in loading and unloading, the ringing of bells and screaming of whistles, the large heavy drays and waggons with their four and six mule team, the driver on one of the wheel mules cracking his whip, swearing and "Ha-buck" dilapidated negroes, music grinders, fruit and trinket peddlers, loafers, Irishmen, and shabby genteel people hard up, "striped," with a babel of voices and sounds, make a picture but seldom met with anywhere else in the U.S. St Louis bids fair to be the largest and most enterprising inland city in the U.S. From here I went to Alton Ill, Jacksonville a fine town, Springfield, Decatur, Bloomington St Johns and Peoria. Some Nurseries [illegible] fruits through the State, are [illegible] as much needed in Illinois as timber is scarce and high, though a good

[illegible] thral state for corn and cattle; [illegible]
[illegible] forget should
[illegible]
[illegible] city, situated along a lake of [illegible]
[illegible] in the Illinois river: from here [illegible]
[illegible]
[illegible] home, arriving in Detroit [illegible]
[illegible] the season [illegible]
[illegible]
[illegible] spring of 1874 I started out again in [illegible]
[illegible]
[illegible]
[illegible]
[illegible] towns, during the women's crusade agai[illegible]
[illegible] The first I saw of it was at [illegible]
[illegible] raw day. I met a procession of
[illegible]
through the streets, stopping at the
[illegible] liquor saloons [illegible] the [illegible]
[illegible] singing a temperance hymn, then [illegible]
[illegible] down on the steps and sidewalks
[illegible] of mud and dirt, engaging in
[illegible] Most High [illegible]
[illegible] their behalf [illegible]
[illegible] in [illegible]; the sight
[illegible] wholly new to me, and almost unex-
[illegible], I was struck dumb with wonder
[illegible]
[illegible]
[illegible]
[illegible]
[illegible] sympathies were all with the women
[illegible] the greatest sufferers in

dimonstration in many [illegible]
this stuff, often with [illegible]
are successful in small [illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
[illegible]
characterises the Northern part of the [illegible]
[illegible]
[illegible]
growing at Salamanca I took the [illegible]
[illegible]
Oil City and Franklin [illegible]
[illegible] and interesting [illegible]
[illegible]
hills and valleys of Oil Creek, a stream
which takes its name from the [illegible]
that is continually flowing into [illegible]
[illegible]
vicinity, so much so as to keep its [illegible]
covered with a scum of oil, which [illegible]
[illegible]
[illegible]
All about is dotted with "Derricks" [illegible]
large cone like frame work) or [illegible]
machinery for boring, and now [illegible]
[illegible]
the borers "failing to strike [illegible]
mense amount of capital is [illegible]
business, many turning out failures [illegible]
[illegible]
[illegible]

[illegible]
of the [illegible]
[illegible] there are congregated all sorts
of the [illegible]
by society. gamblers, thieves, pickpockets
[illegible], common to all places where
new enterprise draws to its vicinity, the
speculator and adventurer; from here and
[illegible]
[illegible] on the [illegible]
[illegible] the Queen City of the [illegible]
or Porkopolis, from the great quantities of
pork [illegible]
city and [illegible]
in 1883 [illegible]
the Ohio river [illegible]
said to be the largest [illegible]
in the [illegible] of [illegible] on the [illegible]
[illegible] drinking fountain [illegible]
[illegible], a gift to the people of
[illegible] by a few wealthy citizens.
[illegible] strangers attention, a large
circular fount, resting on a quadrangular
base, whose sides represent [illegible]
[illegible] appropriate [illegible] the
fount, surrounded by [illegible]
figures larger than life [illegible] a [illegible]
[illegible] represents a group of [illegible]
the [illegible]
[illegible]
[illegible]
[illegible]
[illegible] of travelers [illegible]
[illegible]

small goblet in hand is catching water to give them drink; another side has a barking cur, a woman holding a wounded boy in her arms, about to apply lint on the part, while he clings to her in wonder and affright; on each corner are figures, one of a man [illegible] [illegible] of a [illegible], the [illegible] [illegible] [illegible] [illegible]; on the other corner are a youth and stripling, no [illegible] and [illegible] [illegible], the whole surmounted by a colossal figure of a female, the [illegible] of water [illegible] [illegible] [illegible], the hand raised, the lower part from the finger to the wrist perforated with holes, through which the water now passes, a glorious shower of [illegible] the whole beautiful, making a pleasing and refreshing sight. From Cincinnati I w[illegible] to Hamilton, Cambridge City, Richmond and Indianapolis, a flourishing city and capital of the State, is a railroad center, located in a fine agricultural country; from here to Lafayette, Logansport, Peru, Wabash, Fort Wayne and home, where I arrived in June, being gone [illegible] [illegible] [illegible] weeks.

On the 6th July I started on the 2nd route of the season, for Canada, Northern N. Y. and [illegible] [illegible] [illegible] by the Grand Trunk [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible] [illegible]

[illegible]

[illegible] buildings; the inhabitants seem
to be mostly German Dutch, [illegible]
[illegible]
the 12th (coming on Sunday) was celebrated
[illegible], the [illegible]
[illegible] seen for a city of its size,
[illegible] of all classes of citizens, whether
they belonged to the Orange society or not.
[illegible] demonstration seems to be a
is [illegible]
[illegible] an to perpetuate Orangeism;
[illegible] here I went to Port Hope, a fine town on
[illegible]
Kingston, situated at the lower end of
the Lake and on the site of old Fort
[illegible]
[illegible]
[illegible] the city is chiefly built of blue
limestone. From there to Gananoque, Brockville
and Prescott, where I crossed the St. Lawrence
to Ogdensburg, N.Y. this is a fine town
situated at the mouth of the [illegible]
[illegible] on the St. Lawrence
[illegible]
[illegible]
[illegible] N.E. [illegible]
[illegible]
[illegible]
[illegible] the character of the
[illegible] decidedly, hitherto I had
been [illegible] a country comparatively

back and out of much money that was
extravagantly, now all was changed, hills,
mountains rocks and valleys. The green
mountains ranges run through the entire
length of the State, covered with a growth
of timber in its evergreen, much of which
is evergreen, (hence its name) giving it
beautiful appearance, small streams of
water running through the valleys, af
ford, an immense water power for ma
nufacturing purposes which is well im
proved. Burlington the largest city in
the State, Beautifully situated in a ba
of the same name on Lake Champlain
on a plateau of land ascending from
the Lake of which it has a commanding
view also a distant view of the Adirondac
Range in the State of N.Y. Montpelier
the capitol of Vermont, a small city ly
among the hills and mountains cannot
be seen until you arrive in it, of no
much importance outside of state
business, Onion river runs through it
with great water power for manuf
turing, from here I went to White Riv
Junction, crossed the Connecticut river
on a R.R. bridge to W. Lebanon N.H.
thence up the Passumpsic river R.R.
which runs through fine scenery along
the West bank of the Connecticut to
Wells River village another little man
ufacturing town hid among the hills,
here are extensive paper mills, thence
to Littleton N.H. a town on the

Hearing much written upon the beauties of Franconia Notch in the White Mountains, I concluded to make them a visit, and taking one of the mountain covered stages, arrived at the Profile House at 5 P.M. Here I was at last in the White Mountains of N.H., a consummation long devoutly desired. But like many another anticipated joy of life, I find that the reality is not equal to the expectation. I was disappointed; perhaps I had pictured them too highly sublime for nature to fulfil. The ascent up the mountain from there, or four miles previous to arriving at the Notch, is quite steep, but the road being shut in by trees and bushes, you see nothing until you arrive at the Profile House, a fine Hotel standing in a piece of level ground of about six or eight acres in area, surrounded by high mountains on all sides; the principle objects of interest are "the old man of the mountain," a profile of a man's face nearly a thousand feet high from the bottom of the ravine formed by nature out of the rocks in the side of the mountain, "The Cascade" where a stream of water comes rushing down the mountain over ledges & rocks from Bald Mountain; "Echo Lake" where a cannon is discharged at intervals, the echo reverberating among the mountains from crag to glen and valley in one continuous report from each point as though a [illegible] gun that been fired from each place the charge for this is fifty cents for each time the gun is fired, but as all can hear it if but one pays it cost me nothing, "The Flume" where the water passes through a natural tunnel in the side of the mountain "Echo Lake" &c. The Profile House is a large and commodious building capable of accommodating five h guests, charges four and a half dollars per day, my expenses from Littleton and back was, stage to Profile House lodging at same 50¢, stage part of the way back 50¢, (provisions I took with me) making just three dollars for doing the whole "Mountains," which may be cons cheap. From Littleton I went to St Johnsbury a manufacturing town, the largest establishment is Fairbanks platform and scale man occupying one whole section of the town with works and dwellings, thence to Wind on the West Bank of the Connecticut where there is an immense water power a good view of Ascutney Mountain is had only three miles distant. Claremont is on the East bank, the scenery around Windsor and along the Connecticut river to Bellows Falls is extreme varied and picturesque. Bellows Falls takes its name from the falls in the river by that name affording a great power for manufacturing purposes, here are extensive paper mi from here I went to Brattleboro, Greenfield, Northampton an

Springfield Mass. from Northampton the R.R. runs along the bank of the Connecticut at the foot of Mount Tom, a good view of Mount Holyoke is had across the river opposite, the land along the river is very fertile, many fields of tobacco were seen growing, which looked very promising. Springfield is a [illegible] extensive and manufacturing town, situated on the East bank of the Connecticut river extensive machine shops are here in operation, also the U.S. Arsenal on Arsenal Hill. from here I took the Boston and Albany R.R. stopping at all the towns on that road to Boston I noticed by the way, that but little attention is paid to agriculture in Mass. the whole State seemed to be composed of stones and rocks, where a little land might be cultivated to advantage it is neglected and allowed to run wild and grow up with weeds and shrubs, in enquiring of this State of thing I was told that the older inhabitants mostly died off or was past work, the younger generation was too high toned and proud for the humble calling of a farmer, and prefered to get a living at some other business such as manufacturing, commerce, insurance business, traveling agencies, speculation and everything else, in fact till the country is flooded with them. After stoping a few days in Boston spent seeing the different objects of interest such as the "common," "Bunker hill monument," the "Navy yard" "[illegible] Faneuil Hall" the Old South &c. I left the city the following day stopping at all the principal towns on the road to New Bedford. That is a grand old city, but little change in the older portion of it, especially about the wharves and shipping from what it was thirty one years before when I arrived here from a whaling voyage, it is the most important whaling port in the U.S. and then in the fullest tide of success, New Bedford then had a vessel engaged in the business for every day in the year, but since the discovery and use of petroleum, and scarcity of whales the business has fallen off gradually fully five hundred per cent. Many old hulks lay dismantled and rotting at the wharves. Their venerable appearance, calling vividly to mind stirring scenes enacted on them long years ago, as I strolled along the docks one Sunday, scanning these old vessels, my mind ran back to the time when I was associated with them in lifes early morn, when first I embarked in one to follow a seamans life, all the old associations crowded in on me in retrospective view as they seemed in the distant past, though it was a pleasure to think over old times I could take leave of them all without [illegible] or wishing to experience them again, Buzzards Bay, an arm of the sea on which New Bedford is situated, is one of the finest places for fishing, yachting and pleasure sailing during the summer season. there is on the [illegible] road from [illegible] a fine passage in a steamer for Marthas Vineyard, running through Buzzards Bay past the Elizabeth Islands by Woods Hole, across the Vineyard Sound, landing at Vineyard Haven a most delightful trip. Marthas Vineyard for the last ten years has become a very fashionable and popular summer resort, large Hotels have been built, villages and towns platted and laid out with walks and drives, and it is healthy and cool in summer, having such a commanding view of the sea. it must for a long time increase in popularity, from Vineyard Haven I went by steamer to "Oak Bluffs" the "cottage city of America" another popular summer resort on the same Island, it is well named, a city of about five hundred cottages of all sizes, from a two story of fine pretensions to a humble shanty eight by ten, these cottages are rented out by the week during the fashionable watering season which begins with June and ends with Sept, the occupant can live as they please cook their own provisions or take their meals at regular cottage restaurants, [illegible] tenant finds his own furniture. this cottage city is situated in the midst of a large grove of small oak trees, [illegible]

Bluff overlooking the sea from the N.E. side of Martha's Vineyard, from there I went to Edgartown, an old whaling port on the East side of the Island, a quaint old town having lost its occupation since the decline in the whaling busine and would now go to decay, were it not for the Summer visitors or summer tran that keeps it up. Having finished my business on Martha's Vineyard I returned to New Bedford by Steamer and thence to Fall River leaving there on the mornin of the 19th Sept, the day of the terrible catastrophe at the burning of the Granite M when so many operatives lost their lives th I saw nothing of it though burning at the time I left, not being aware that there wa any thing serious until I arrived in Bristol R.I. in the afternoon of the same day; from Bristol I went to Newport, a famous watering place, being late in the season the fashionables had nearly all left. like birds that had flown to the South, a few lingering behind as if loth to leave, I visited the bathing beach, watched the waves as they came rolling in from the Atlantic, the "old Stone Tower" still stan ding, guarded with religious care, mon strous [illegible] thing, Newport is a very aristocratic place, carriages, with coach men and footmen in livery remind one more of a European city than an American republican town.

From Newport I made a flying visit to New York, where I spent four or five days. and returned to Newport and Fall River, thence by the way of the Cape Cod R.R. stopping at all the principal towns on the Cape to Provincetown, Cape Cod is a barren and sandy country. a great deal of the land is covered with small hard pines and marshes, the latter is mostly cultivated with cranberries, large quantities being shiped from there every year, the inhabitants seem to be prosperous and are largely engaged in the fishing and coasting trade, from Provincetown I returned to Boston, and then by the Fitchburg and Mass. R.R. stopping at Cambridge, Waltham, an industrious manufacturing town, such as cotton wool and watches, &c, thence to Lincoln, Concord, South Acton, Ayer Junction, Leominster, and Fitchburg, this is an extensive manufacturing city extending for two or three miles along a valley, through which runs a small stream that furnishes the water power the land rising in steep hills on both sides, affording fine scenery,

From here I went to Ashburnham, Gar
Baldwinville, Athol, Orange, Grou
corner and Shelburne Falls. a flour
ishing manufacturing town [illegible] in
cutlery, situated in a valley through
which runs the Deerfield river, sur
rounded by high hills and mount
making a fine scenery, thence
I went to the Hoosic Tunnel Station
on the East side of the mountain
of that name, and a mile from th
entrance of the tunnel, This is one
of the great works of modern times, a t
wide enough for a double R.R. track
cut through a solid rock of the Hoo
mountain, for a distance of four miles,
consuming a period of nearly thirty
years in its construction; at the tim
I visited it the tunnel was complete
through, but the track was not laid,
I undertook to walk into it intending
to go as far as the central shaft.
and ascend to the top of the mount
by being hoisted up a distance of
twelve hundred feet, as many visitors d
but after proceeding about three fou
of a mile and thinking we [illegible]
[illegible] there [illegible] and could [illegible]
[illegible] darkness, I looked [illegible]

and returned, some workmen were at work chipping off the uneven places, their miners lamps giving but a feeble ray of light, enables visitors to guide their way with some difficulty; the light of day penetrates and is not wholly lost for over a fourth of a mile; this is more noticeable in returning than in going in; the rock through which the tunnel is cut, is of a slaty nature, all the layers being vertical, gives the roof overhead a very jagged appearance. it was intended to have the track completed ready for traffic by the following spring (1875) passengers then were conveyed in stages across the mountain to N. Adams, a distance of nine miles. the view and scenery in crossing the mountain is grand and sublime, I enjoyed it more than I did the White Mountains of N.H. from its summit a splendid view is had of the surrounding country for miles. the Hoosac Mountain is not barren by any means but had some good heavy timber, and fair cultivable land. we passed some good farms on our route. the stage route

been within a half mile of the cen-
tral shaft, which was sunk from
the top of the mountain to the level
of the track to facilitate the wor
enabling two more gangs to work
one from each head, the rock and
debris hoisted up the shaft; on the
western slope the descent is quite rapi
the road zig zags down the mou
tain like a huge snake, and en
in the flourishing town of N Ada
about two miles from the western ter
minus of the tunnel.
From North Adams I went to Williamstown
North Pownal, Petersburg, Hoosic Falls, Eagle
Bridge, Johnsonville, Schaghticoke, Lansingburg
+ Troy; From Troy I took the Rensselaer &
Saratoga R. R. for White Hall stopping at Sa
[illegible] at Saratoga, visited the famous mi
eral springs, tasted of the water, found
them pleasant and agreeable, equal, or
better than soda water without syrup
think the Excelsior spring is the pleasan
stopped one day at Fort Edward, thence to
White Hall. the scenery around White Hall is
very fine, rocks piled on rocks and
earth on earth, the rail road from
Whitehall to the steamboat Landing, dista
[illegible]

Solid rock and hills, from here I took the steamer for [illegible] [illegible] at Ticonderoga situated at the outlet of Lake George a flourishing manufacturing town. Near the steamboat landing, on a high peninsula, formed by the river outlet of Lake George, is the ruins of old Fort Ticonderoga, made famous at the commencement of the Revolution by its capture by Ethan Allen some of the walls are still standing, on one of which I painted "The Rising Sun [illegible]" & my initials Oct [illegible]. The [illegible] [illegible] [illegible] around. About three fourths of a mile back from the old Fort on the [illegible] [illegible], is the remains of a [illegible] [illegible] breast works in a [illegible] form, extending to the lake, this is the scene of the defeat of the British by the French & Indians, in the old "French and Indian war." A sign [illegible] to [illegible] [illegible] [illegible] [illegible] the Battle) [illegible] [illegible] July 8, 1758 [illegible] viewing these old and interesting ruins I [illegible] [illegible] [illegible]

ling there grounds interesting and histor
the next day I took a steamer at the same lan
now went to Port Kent, where [illegible] [illegible]
for the Adirondacks mountains, then to
[illegible] going to Plattsburg, making the
trip on Lake Champlain one of the most
pleasant and agreeable I have ever made
and I know of no route more pleasant
or delightful in the U.S. than a
steamboat ride on Lake Champlain
in connection with the Hudson river,
the scenery is surpassed by no country
and equaled but by few,
Plattsburg is a town of about six or seven
thousand inhabitants, largely engaged in
the lumber business. The remains
of several earthworks are still to be
seen, constructed during the war with
Great Britain of 1812. From Plattsburg I went
to [illegible] and [illegible] Junction on the [illegible]
thence to Potsdam Junction, Canton, on the
Rome & Watertown R.R. The weather now began
to change to cold and [illegible]. This part of the
country is as cold and bleak as any one
place in the U.S. the land is poor, adapted
mostly to grazing. I stopped at Gouverneur, Philadel
[illegible] & Watertown. The latter situated on
Black River which here furnishes abundant w
[illegible] [illegible] [illegible] as any

Northern New York, I [illegible] [illegible] [illegible] Adams
and Sandy Creek, Pulaski, [illegible] [illegible] [illegible]
and Buffalo [illegible] [illegible] [illegible] by the [illegible]
[illegible] & [illegible] [illegible] R.R. [illegible] [illegible] [illegible] [illegible],
when a snow storm set in & brought the season
to a close, arrived in Detroit Nov. 23d
[illegible]
[illegible] for the 3d season, purchased a ticket
to Philadelphia by the Penn. Central R.R.
went to Toledo O. stoped at all the principle towns
on the [illegible] R.R. to Mansfield a fine
thriving town, thence on the Pittsburgh, Fort Wayne
and Chicago R.R. worked on this Road, doing
all the principle places, [illegible] [illegible]
Orrville, Massillon, here are extensive coal [illegible]
and iron works, Canton, Alliance, Salem,
New Brighton, Rochester & Pittsburg, this is the
most smoky and dirtiest town in the U.S.
caused by the belching out of huge columns
of coal smoke from the hundreds of furnaces
and iron works, the site of the city of
Pittsburg is a natural amphitheatre, at
the junction of the Allegheny an Monon-
-gahela rivers, the hills rising to a great
height on opposite sides of both rivers
these hills contain more or less coal
which supply her immense iron works.
Allegheny City, opposite on the North side of

communication is kept by three substantial bridges from here I worked East on the Penn. Cen stopped at Greensburg, Latrobe Johnstown, situated in a valley and having extensive iron works, the scenery East from Pittsburg changes rapidly as you approach the summit of the Allegheny mountai Cresson a popular summer resort on the top of the mountain has a fine view near here is the great tunnel through which train pass, [illegible] of a mile long the road here rapidly descends winding around the mountain. on the left the rocks towers up hundreds of feet almost overhanging the track, on the right a deep yawning abyss five hundred feet below to the bottom, the thought of an accident throwing the train off the track down this deep gulf, is fearful to contemplate the scenery is wild an rugged in the extreme, near here is the famous "Horse Shoe Bend" where lon train parts of which can be seen going in opposite directions, after winding around the mountain in a zigzag cour the train dashes in to the town of Altoona where all the Penn. R.R. shop are located I stopped at Tyrone, Huntingdon Mount Union Lewistown, Mifflin, [illegible] Harrisburg the capitol of Pennsylvania, [illegible]

[illegible]

crossed by a rail road bridge. in a public park of the city enclosed by an iron railing is the grave of John Harris (from whom the city takes its name) the first founder of Harrisburg and the stump of a tree about 10 feet high, sawed off at the top and covered with cement and a flat stone for preservation, to the body of this tree after Harris was captured by Indians taken & bound and tortured. until released by friendly Indians. the old tree stubb and grave is guarded with religious care by the citizens. in the State house grounds is a soldier monument to the Penn. soldiers who fell in the Mexican war surrounded by a park of artillery of very old Spanish brass guns taken in that war, stoped at Middletown, Mount Joy, and Lancaster, a thriving town of 20000 inhabitants formerly the capital of the state from here the road runs through a valley for beauty is not surpassed any where in the U.S. a beautiful farming county. stoped at Coatesville. Downingtown & Philadelphia, after staying there three days, I took passage by rail to New York, admiring all principle towns on the way Bristol Trenton.
New Brunswick, Rahway, Elizabeth,

Newark from New York I started on the
Hudson River R.R. for Albany taking all
large towns by the way. Yonkers, Hasting
Irvington, the residence of the late Washington
Irving. Tarrytown, made famous by being
the place of some of the principle scene
and personages of Cooper's Spy "Sleepy
Hollow." "Brom Bones" & "Katrina Van Tassel,"
as the place of the capture of Major-
Andre the Spy during the Revolutionary
war across the river at Tappan where
he was executed, I visited the monum
erected to Paulding, Williams, and Vanwar
the three militia men, who captured
Andre on the spot of its erection.
All of these scenes and localities was old
and familiar to me, having been raise
ten miles East of here. Sing Sing.
there is the largest penitentiary in the
[illegible] — Peekskill, Cold Spring, Fishkill,
Poughkeepsie, a splendid town, the scenery
along the Hudson for grandeur and sub-
limity is not surpassed by any river
in the U.S. Rhinebeck Hudson, Castleton
East Albany, from here I returned to
New York by the Harlem R.R. which
runs parallel to and from 2 to 6
miles inland to the Hudson some
[illegible] at Kinderhook, Chatham,

Vermont division, [illegible]

[illegible] Bridge, [illegible]

White River, this road runs through a rough and hilly country, rather poor farming country, I spent a few days on this [illegible]

[illegible] made an Excursion by steam to Rockaway Beach on the South side of Long Island, a famous bathing place, people congregate here during summer by thousands from all places near, while I was there I think there was about four thousand on the beach, making a lively and interesting picture. from New York I worked on the Haven R.R. to Bridgeport thence on the Housatonic R.R. to Pittsfield and North Adams the Hoosac Tunnel being now completed for trains, I left North Adams by rail and went through the Tunnel to Greenfield, hundreds of men with their torches were at work in the tunnel, which being filled with smoke from the engines, and the glare of torches, reminded me of Milton's Pandemonium. from Greenfield I worked down to Northampton, Westfield and Farmington thence up the Collinsville branch to Winsted, thence down the Naugatuck road to New Haven, Waterbury on this road, is an extensive manufacturing place in brass goods.

New Haven, the "City of Elms" is prettily named, in no other place are there such fine and noble shade trees, so large and overshadowing in some streets as to completely shut out the sun. from New Haven I worked on the Hartford and Springfield road stoped at Meriden, New Britain, Hartford, Windr Thompsonville, and Springfield, thence to Palmer, thence Monson, Willemantic, and Middletow and back to New Haven through a hard, rock and sterile country. then worked on the Shore line R.R. to New London, a seaport at the mouth of the Thames River, once famous for its whale fisheries. from there I journeyed on to Norwich at the head of navigation. the city is built on the side of hills encircling the town, forming a panorama, the street rising in terraces, stopea at Central Village, Danielsonville, Putnam, Webster, & Worcester. thence on the P.&W R.R. Pawtucket and Providence, a great manufacturing town, such as cotton and jewelry. from Providence I worked to Wickford, Westerly and Stonington and back to Providence, then to Attleboro, Mansfield, Canton, and Boston. after a stay of three or four days took the Boston & Maine R.R. stoped at Lynn where they make shoes, half of the signs in town has some reference to the shoe trade, the streets are littered with shoe parings and scraps of leather. Salem once an extensive Seaport, largely engaged in the East India trade now the docks are deserted and rotting away. near by is "gallows Hill" where they used to hang witches in old times. the next place I made was Marblehead noted for its Cod and mackeral fishing, Beverly, and Gloucester on Cape Ann. also noted for its fisheries and granite quarries, in fact Cape Ann is one solid mass of granite, then Ipswich, Newburyport, Amesbury, Portsmouth, and Kittery Me, where there is a U.S. navy yard, Biddeford, Saco, and Portland. the season having now so far advanced I concluded to draw it to a close. I bought a ticket to Detroit via the Grand Trunk R.R. Left Portland Nov 21st, weather [illegible] mild, with an inch of snow on the ground, about midnight arrived at Island Pond. North of the White mountains, a foot of snow, and cold as greenland, arrived at Montreal Sunday 9 A.M. had to lay over until Monday I spent the day in rambling about the City visited the docks, Notre Dame Cathedral, public building &c. Monday left at 9 A.M. and arrived in Detroit on Tuesday P.M. Nov 23d /75 thus finishing up the season.

Jan. 10th 1876, I started on my fourth season in the same employ, for a Southern route via Erie & Lehigh Valley R.R. to Philadelphia, thence to Willmington Del. where I commenced work; here are large car works, and iron ship building. I stoped at New Castle, Dover, Salisbury, and Crisfield on Chesapeake Bay, this town of 400 inhabitants is maintained wholly by the oyster trade, part of the town is built on oyster shells filled in to the depth of from five to ten feet; the wharves and docks are made by filling in with oyster shells all accumulated in the trade, long buildings or sheds are erected, where the oysters are prepared for market; it is an interesting sight to witness the colored people, men, women and children opening the bivalves, standing at long tables with a stabber similar to a carpenters scratch awl, in their right hand, the left holding the oyster on the table, all singing, and

and swaying their bodies to the music, carried away with enthusiasm. each operator has a pail holding five quarts, which when filled is poured in a spout and measured by a man on the other side of a partition, and if correct passes through a wicket a brass check, which is current any where for 20 cents each until redeemed by the owner, here I took Steamer for Hungerfords Landing, on the Eastern shore of Virginia (two counties of which lay on the East side of Chesapeake Bay), then by donkey cart two miles to Eastville on a peninsula between Hungerfords and Cherrystone. stayed over night, a very shabby and dilapidated town, no enterprise, in fact this is the characteristic of the whole country around there, the next morning I hired a colored man with mule and cart to take me seven miles to Cherrystone, where a Steamer runs to Norfolk. the road runs through a level sandy country, some heavy yellow pine forest, passed shaky houses without paint, a country tavern, where a few natives with long hair where outside, discoursing the topics of the day and squirting tobacco juice on our way we were overtaken by a collored woman, driving a single Steer hitched to a cart, using rope lines, he trotted off like horse, and soon passed us, to me a novel sight. it was the trip down the peninsula. arriving at Cherrystone, (another famous oyster place) I took Steamer for Norfolk, crossing the Bay. the weather beautiful and mild, the Boat Landed at Old Point Comfort, and arrived at Norfolk at 1 P.M., opposite on the West side of Elizabeth river is Portsmouth, where Government has extensive works and Navy yard. thence to Suffolk, and Petersburg. at the latter place was great military operation by both armies during the late rebellion - a line of fortifications and earth works extending 16 miles in the form of a semicircle around the town. being there over Sunday - I went out and viewed the scene of some of the most severe struggles of the war "Fort Steadman", "Fort Hell" which was blown by a mine explosion, the ground is owned by a seedy Virginian, who receives a revenue from visitors by charging them twenty five cents apiece to look over the grounds, a small building near "Fort Hell" contains the trophies of war dug out from the ruins of the fort. all the timber and fencing in the vicinity is gone, and up by both armies. every thing around has a seedy and dilapidated look. the negroes seeming to fare worse than any one else, having no means of their own, and since the abolition of slavery, the whites are not responsible for their subsistance pay but little attention to employing them, and with the great stagnation in business, the negroes have a hard time of it. my next place was Fredericksburg where one of the hard battles of the war was fought. the rifle pits are still to be seen on the banks of the Rappahannock river where the Northern army crossed. on a hill just out of the town was the Confederate stronghold, & I asked the inhabitants who lived there at the time, where they went to during the engagement. they showed me a ravine not far off where they took shelter from shells and bullets, the marks of which could be seen in the buildings. as the town was riddled by them. next Richmond (I visited this place before Fredericksburg) this is the finest town I saw in Virginia, with some fine residences, and appearance of wealth. large tobacco works and flouring mills. I visited the old "Libby Prison" now used as a mill to grind sumac for tannery

+ now a National soldiers cemetery

purpose. the State house on Capitol hill affords a fine view of the City and country. in the grounds is a colossal equestrian statue and monument to Washington also a bronze statue of "Stonewall Jackson" with this inscription. "Presented by English gentlemen, as a tribute of admiration for the soldier & patriot Thomas J. Jackson." "Look! there is Jackson; standing like a stone wall." at the entrance of the State House grounds are two triumphal arches on which are inscribed "Bull Run." "Fredericksburg," "Chancellorsville" "Chickamauga" and other places which they claim as victories, my next place was Alexandria, thence across the Potomac to Washington 17th Feb. I find Washington to be only a middling town outside of the Government buildings, which are all they are claimed to be. the Capital as a piece of architecture is not equaled on this continent. the public buildings are all grand and imposing. a fine thing is the Smithsonian Institute, Agricultural and Botanic garden, the plan of the city is something like a spiders web, the principle Avenues converging to center, most of the streets are paved with concrete. which make them smooth

and hard as a rock. from here I went an-
apolis Md. here is a Naval Academy a stroll
through the grounds of which on a fine af-
noon while the band is playing is delightful
several ships of war for drill practice for
the students is stationed here. from this
place I started West over the Baltimore &
Ohio R.R. stoped at Ellicott City, Frederick,
Harpers Ferry. situated at the confluence of the
Shenandoah river with the Potomac, which
in its passage through the "Blue Ridge"
mountains forms one of the finest scenes
in nature there was the U.S. Arsenal, burnt
during the war. the walls of which and the
old John Brown house" are still standing on
a high hill overlooking the town and river
is "Jeffersons Rock" so named from an
oration given on a Fourth July. on its brow
I painted "the Rising Sun Stove Polish" 10th
March, 1872 continuing on my journey I
made Martinsburg, Cumberland, Piedmont
Grafton, & Parkersburg, the whole of this road
through Maryland and Western Va is a
hilly, rocky and mountainous country.
first on one side of the river and then the
other zig zag and crooked as a ramshorn
At Parkersburg I was snowed and weather
bound for a week. the heaviest snow

town of the state, here I crossed the Ohio river and went to Marietta, then to Athens, Lancaster, Zanesville, Newark, Columbus, the capital of the State, Delaware, Marysville, Urbana, Springfield, Xenia, Dayton one of the finest cities in Ohio, Hamilton and Cincinnati, Ohio I consider to be the finest agricultural State in the Union. from here I crossed over to Covington and took the Kentucky Central stage at Falmouth, Cynthiana, Paris, Frankfort and Lexington this is a well built town in the famous "blue grass region" in the cemetery here is a splendid monument to Henry Clay where rests the remains of the dead statesman. the sarcophagus of which can be seen through an opening. Frankfort is situated in a valley of the Kentucky river, surrounded by high Bluffs, and is the Capitol of the state, the next town I made was Louisville, the largest town in Kentucky, sometime called the "Falls City" from the rapids or falls here in the Ohio, great place for whiskey and negroes, though a fine town. from there I took Steamer and went down the river to Evansville Ind. the run down was very pleasant, the banks are rather low on both sides and are constantly being washed away on one side and the debris deposited and making land on the other, as there is no rocks, this process is going on very fast. Evansvill is a city of about 25 000 inhabitants, and growing fast; the next place was Princeton and Vincennes, thence via O & M. R.R. to St Louis, stopping at Olney, Flora, and Sandoval. returning I stoped at Alton. Springfield, Decatur, Terrehaute, Indianapolis Lafayette, Logansport, Peru, Fort Wayne, and arrived in Detroit 15th June, 1876. I started on the 2d route for the season, on the 3d August on the Dayton & Mich. R.R. worked in the following towns Perrysburg, Weston, Ottawa, Lima, Sydney, Piqua, Troy, Tippecanoe to Dayton, thence to Greenville, Winchester Bellefontaine Kenton Carey, Findley, Fostoria, Fremont, Clyde & Bellevue and Monroeville. thence via Balt. & Ohio R.R. Belleville Fredericktown, Mount-Vernon, Newark, Bellaire to Wheeling West Vir. the most enterprising town in the State, sometimes called the "Nail City" from the immense quantities of nails made there, from Wheeling I went to Steubenville, on the West Bank of the Ohio river, on a level plain, with a fine country around, done the principle towns to Pittsburg. thence up the Allegheny Valley R.R. to Kittanning and Red Bank, the country up through here is wild, broken and mountainous, at Red Bank the mountain comes down so steep and abrupt to the river, there is no ground for building purpose, a floating Hotel is moored in the river which answers for the traveling public, from here I went by the Low Grade Div. to Brookville & Driftwood, thence by Phil. & Erie R.R. stoped at Renova, a town built on a long strip of level land on the East Bank of the Susquehanna river, which here runs at the base of a mountain on the West, the road runs along at the foot of another high mountain on the East side, thus shutt it in on both sides, the Sun rises about 10 A.M. and sets at 3 P.M. Lock Haven, is an active and extensive lumber port. Williamsport a fine flourishing town on the West branch of the Susquehanna, a favorite summer resort I stoped at Milton, Northumberland, Sunbury and Harrisburg from here I went to Lebanon and Reading. thence to Pottstown, Phenixville, Bridgeport, Norristown and Philadelphia arriving on the 1st Oct. being the most favorable time to visit the Centennial Exhibition. where I spent a week, viewing the wonders and curiosities of all parts of the world I did not see one tenth of what was there except at a superficial glance, it would require three months to see everything to comprehend it satisfactorily. I will give no description of the Exhibition as that has been done by abler pens than mine, suffice it to say that it fully realised my expectations, and I was satisfied, from Philadelphia I went to New York without stopping, spending there three days, I worked West on the Delaware, Lackawana, and Western R,R. stoped at Orange, Chatam, Morristown, Dover, Hacketstown, Phillipsburg. and Easton, this town is situated on the West Bank of the Delaware in Penn. at the confluence of the Lehigh river, with a fine rich country all around, thence to Bethlehem, on on both sides of the Lehigh. ascending from the river, a fine summer resort, the next place was Allentown, here are large mills an furnaces, from here my route lay up the Lehigh Valley. a very wild, rocky, and picturesque country, I stoped at Catasauque, Lehighton, Mauch Chunk, this is a queer place, the town is built in a narrow ravin through which the river passes, there is room for only one street between it and the mountain which rises abrupt close to the buildings, leaving no room for gardens, one street follows up a steep gorge which runs at right angles to the river, up on a high hill which is reached by a winding and zigzag road, is the cemetery and some fine dwellings, also an elevated railway, across the river on a high piece of even ground is another cluster of houses thus dividing the town in thr parts, I spent Sunday there and canvased the place, the Bells from St. Marks Church, (a chime of which having just been put in) reverberated through the hills and valleys made a beautiful and lovely sound, the nex town was White Haven, from the road runs through a large tract of country, barren and thickly strewn with conglomerate rock, indications of coal deposits, after winding around the side of a hill like a panarama, we came on the brow of a mountain, when Lo! and behold the lovely and beautiful valley of the Wyoming was spread out to view, which taken in with one of the finest of Indian Summer days the view was incomparable. the road after swaying away off to the West for two or three miles and back in the form of an ox bow, to overcome the grade down the mountain; the train dashed in to the pretty town of Wilkes Barrie. from here I went to Scranton, in the anthracite region, Pittston, seituated on the North branch of the Susquehanna, on both sides of the river, then Tunkhannock Meshopen, Wyalusing, Towanda, Athens, Waverly and Elmira N.Y. all of these towns lays in a very charming and picturesque country, Elmira is a handsome town on both sides of the Chemung river. Which is here crossed by a rail road and carriage bridge. I next stoped at Corning, Painted Post, Hornellsville, Attica, Battavia, seituated in the midst of a fine agricultural county known as the "Holland Purchase," in Western New York, thence I went to Tonawanda Lockport Suspension Bridge Niagara Falls. and stayed over Sundays, visited this wonderful piece of natural scenery, thence to Buffalo. and from here to Detroit where I arrived on the 28th Nov. thus bringing the fourth season to a successful close, April 6th 1877, commenced again on the fifth season in the same employ. my first route was by the D.L.&N. R.R. stopped at Plymouth Brighton, Howell, Fowlerville Williamston Lansing, Portland and Ionia. thence West to Grand Rapids & Grand Haven. then North on the Mich. L.S.R.R. to Muskegon and Pentwater, the towns along the Lake Shore subsist mainly by lumbering, which being dull for the last two seasons, has checked the prosperity of these places. I went from Pentwater to Luddington by steamer. thence by steamer to Milwaukee Wis. then to Port Washington Sheboygan, Manitowoc, Appleton, Depere, Fort Howard & Green Bay. returning by Neenah Oshkosh a flourishing city on Fox river. largely engaged in lumber & Manufacturing. Fond Du Lac, at the lower end of Winebago Lake thence to Portage City on the Wisconsin river.

and West to La Crosse on the Mississippi. thence up the Miss. to St. Paul, stopping at Winona, Wabasha, Reeds Landing, Lake City, this is one of the prettiest towns in the State, situated on the West Bank of the enlargement of the river known as Lake Pepin, a popular summer resort for tourist; then Red Wing, Hasting, and St. Paul. stoped at Minnehaha, went to see the falls. then to Minneapolis. where I struck off South West through Minnesota to Sioux City, stoped on the way at Shakopee. Belle Plain, here I ran into the "grasshopper" country, and saw my first "hopper" they had but recently hatched out, and too small as yet to do much damage. the ground in patches where they had hatched, was litteraly covered with them, various plans had been resorted to by farmers for destroying them with hopes of success, I stoped also at Le Sueur, St Peter, Mankato a fine flourishing town in the heart off the State on the Minnesota river, containing a large Catholic Institution, Minnesota as a farming country contains some good land adapted to spring wheat, oats & Barley, also root crops, not very good for corn, the land is rolling, not much timber or stone, Sioux City, on

the Missouri river at the head of navigatio
for large boats, and extreeme N. W. part of
the State of Iowa, is a town of some preten-
sions, located on low level land, but littl
elevated above the river, which overflows in
high water, making it very muddy, back
from the river from one to two miles
rises a range of Bluffs from Sioux City
to Council Bluffs, the intervening space
is low and level, often half covered wit
water; undoubtedly the river once extende
to the Bluffs, but receded as the deposit
from the up country filled in, from Sioux
City I went to Omaha, Neb. this is a shaky
and dilapidated town, sprung up like a
mushroom in the night, during the buil
ing and completion of the Pacific R.R.
and almost as Ephemeral as the mushroom.
speculators built up flimsy and cheap bui
ings for dwellings, stores, and Hotels far
in advance of the needs of the place
or country, expecting to make a "big
thing" out of the P.R.R. the results
proved other wise, when the bubble burste
and fell to the ground, and to day there is
many buildings idle for want of a
tenant; Council Bluffs opposite, acros
the river, and two miles back from

under the bluffs. is more of a substantial town, the flats between it and the river, is, often inundated by the overflow, at the time I was there, 8th June, the flats was half covered, over the first floor of several houses, the occupants using a boat to go and come, from Council Bluffs. I returned to Detroit by the Chicago & N. W. R.R. stopping at Dennison, Carrole, Boone, Nevada, Marshall, Cedar Rapids a lively and busy town, this part of Iowa is a rolling prairie, no stone or timber, which must make it very cold and bleak in the winter time, many farms have "wind breaks" of cottonwood trees planted on the West side of their dwellings as a protection to stock and fruit trees. the soil is in the main very rich quite free from gravel, and easily washed with heavy rains, when the roads become almost impassible, though they soon dry up. I stoped at; Wheatland, Dewit. Clinton, on the West bank of the Mississippi, Fulton, Morrison, Sterling, Dixon, Franklin, Rochelle, Courtland, Chicago and home to Detroit, arriving June 28th, 10th July I started out on the 2d route of the season, for the Saginaw Valley

Via Pontiac, Holly, Fenton, Corunna, and Owasso, thence to St Charles, Saginaw City, East Saginaw, Bay City, returning via Vassar Lapeer, Port Huron, St. Clair, Orion, Rocheste and Detroit, Aug. 23d 3d route, via Ypsilan Jackson, Eaton Rapids, Charlotte, Hastings, Grand Rapids thence to Holland on the Mich. Lake shore. Saugstuck, at the mouth of the Kalmazoo river, fine country for peaches. then South Haven, anoth peach country. all of this coast, on the East side of Lake Mich, is very much broken, a line of sand doons or hills lieing close to the lake shore, has been formed in the course of ages, by the action of waves throw up the sand, and when dry lifted by the winds in to hill and valley inland Back of these sand hills, is a chain of lagoon or lakes, the land in the vicinity is mostly sand adapted for fruit, from South Haven I went by steamer to Chicago, then to Waukegan, Kenosha, Racine, Clinton, Beloit, Janesville, Madison, thence West to Prairie Du Chien, stopping at the principle towns between. thence across the Miss. to McGregor. thence by steamer

to Dubuque Iowa, this route I had traveled
over before, returning Eastward via Dunleith
Galena, Warren, Freeport, Rockford Belvidere, Elgin, Aurora, Chicago and Detroit,
arriving Sept. 7th Oct 11th. I started on the
4th and last route of the season, on the
Lake Shore & Mich. Southern R. R. from
Buffalo to Chicago stoped and worked
at all the principle towns between
those two points, and arrived in
Detroit Nov. 25th on the 10th Dec.
I went to Cincinnati, for a local firm to
do some work. and returnd Jan. 1st 1878
thus finishing up the season.
April 22d 1878, I started out again on my
6th season, in the same employ.
went from Detroit to Albany N. Y. and
worked in all the principle towns on
the Boston and Albany R. R. to Boston.
thence by the Eastern R. R. to Bangor Me.
stopping at all the important towns
on that road, Lynn, Salem, Gloucester,
Newburyport, Portsmouth, Portland, Augusta,
and Bangor, this route through Maine,
appeared to be a poor country for farming
purposes. the land looked sterile.
Bangor at the head of ship navigation
on the Penobscot river is an important

and thriving town the principle busine
is lumbering and ship building.
I returned to Boston via the Boston & Maine
stopping at Lewiston Great Falls, Dover.
Exeter, Haverhill and Lawrence. my third rout
was via Lowell Nathua, Manchester, Concor
White River Junction, Montpelier and St, A
Vt, returning via Burlington, Rutlan
Bellows Falls, Greenfield, Fitchburg an
Waltham to Boston. 4 route from Boston t
New York via Shore Line R.R. worked in
all the principle town on the road
then back via New Haven Hartford.
Springfield, Holyoke and Northampton returni
to New York via Hudson River R.R. stoppi
at all important towns on that road, next
by the New York and Harlem R.R. to Chatha
returning by the Housatonic road throug
State Line, W. Stockbridge. Van Deusenville, Canaa
Danbury and Norwalk, then to Boston via
New York and New England R.R. stopping at
Middletown, Willimantic, Putnam and
Franklin. then the Old Colony R.R. throug
Quincy, Hingham, Duxbury & Plymouth.
the season being now far advanced, I
brought it to a close successfully and
returned to Detroit on the 22d Nov. 18

The 7th season 1879, I left Detroit on the 8th April via Mich. Central R.R. for Chicago. doing all the important towns on that road. from Chicago I went by the Rock Island road to Omaha Neb. and returning by the Burlington and Quincy R.R. to Chicago. working in all the towns on the way. 2d. route of 1879, I went from Chicago by the Illinois Central, to Gilman, then by the Toledo, Peoria, and Warsaw R.R. to Keokuk Iowa, thence down the Misisipi to Quincy and Hannibal, and returning by the Chicago and Alton R.R. 3d route from Chicago via Pittsburg, Fort Wayne & Chicago R.R. stopping at Valparaiso, Plymouth, Columbia and Fort Wayne then by the Toledo and Wabash R.R. through Wabash, Peru, Logansport, and Lafayette Ind. thence to Indian—, Richmond and Dayton Ohio. going East by the Atlantic and Great Western R.R. by Springfield Urbana Mansfield, Niles, Youngstown, and Meadville Pa. from here I went down to the Oil regions, to Franklin, Oil City, Titusville Corey, Jamestown, and Olean N.Y. from thence to Buffalo, and Lake Shore R.R. to Dunkirk, then D & A. Valley R.R. to Irvineton, through Oil City to Mercer and New Castle to New Brighton on Pittsburg road

returning via Alliance, Orville, Crestlin
and Sandusky, from here I went to
Clyde, Tiffin, Bettsville, and Toledo, then
to Detroit, 13th Nov, closing the 7th
season 1879, with good success.
Season of 1880. I started out on the 5th Apr
via the Grand Trunk R.R. of Canada,
worked in all the towns of any size
to Ogdensburg N.Y. where I received
notice from my employers, Morse Br
of Canton Mass. that from this
point they would suspend advertising
for the present, thus throwing me
out of a job, that has lasted over 7
years, and one that has been very
remunerative, and agreeable, and in
taking leave of their employ, I have
to say, that they are the most honorable and prompt firm I ever dealt
with, I returned to Detroit 30th Apr
Not having any other business on hand,
I decided on carrying out a long contemplated desire to make a tour of Europe
I left Detroit on the 10th May for N.Y.
arriving next day, I went to Cooks Tourist
office, mad arrangements, bought a certifica
for tickets through France, Italy, Switzerland, Germany, Belguim, Holland,

and London Eng. and sailed next morning at 7 A.M. May 12th on the Steamer Canada, Transatlantic Co, for Havre France, the incidents and interest of this trip, I will give in the form of letters written home on my route, in the journal form, Paris May 25th 1880 No. 2 S— & E— By the time you get this letter, I expect you will want to hear from me, well, I am here in Paris at last, To begin I will give you the incidents of the passage here, kept on the passage over. May 12th left the pier at 7 30 A.M. Weather clear and fine, wind N.W. 10 A.M. abreast of Sandy Hook at the entrance of New York Bay. 12 M. out of sight of the Highlands, the coast of Long Island in sight until 2 P.M. when all traces of my native land disappeared from the horizon, in looking around among the passengers, I find we are quite full, every berth in the 1st and 2d cabin is occupied, among the first is John Jacob Astor of New York son of Wm. B. Astor, the millionaire, he practices daily on a patent sliding seat and rowing gear for shell boats, May 13th wind North, and weather cold, 8 A.M. passed a French steamer bound West, saw a school of small whales quite near, at 12 M. my watch was 25 minutes slow. May 14th wind N.W. blowing fresh, weather raw and cold. a few passengers sic

We are running at the rate of 18 miles an hour, 12 M. watch 33 minutes slow. May 15th raining, 9 A.M. passed a large ship bound East, exchanged signals and salutes with her, giving the courtesies of the Sea, 12 M. watch 25 minutes slow, 6 P.M. thick fog, Steamer commencing to blow the steam fog horn, which made almost as much noise as the fog horn at the Centennial Exposition, day ends with strong head winds and rain driving the passengers below decks with the "Blues." May 16th comes in with a howling gale of wind from the South West with a tremenduous sea running, shiped a heavy sea over the weather quarter, which stove in the cabin doors and side light flooding the cabin with water, every thing movable on deck and below crashing from side to side as the Steamer rolled in the trough of the sea, passengers bruised and knocked about, truly this is a day of discomfort, if pleasure is my aim on this trip, this day may be struck from the calender, 12 M. watch 30 minutes slow, which shows that we are making good time. May 17th raining again all day, with head winds, passengers confined below, and as we are much crowded, it makes it very unpleasant, 12 M. watch 24 minutes slow. May 18th blowing a gale of wind again, decks dripping with spray. keeping the passengers below with discomfort. Wind South, with heavy sea running, we are making good time. 12 M. watch 30 minutes slow. dont think that all the little peccadillos occurs on shore, for we have a first class scandal on board in the 2d Cabin, implicating a "Brother" of the Catholic church, with one of the "Sisters" who are passengers. the complaint of the passengers was so loud that the Capt. had the Brother confined to his room until we arrive in Havre when doubtless no more will be said about it. May 19th a beautiful day. the first we have had since leaving New York, passengers speculating as to when we will arrive in Havre, passed several vessels to day, 12 M. watch 27 minutes slow, May 20th a beautiful day, wind ahead but light, I am feeling quite well, the provisions may be considered good, but I do not relish it much, I dont like the way it is served up, though I dont grumble, as perfection is not to be found in this world, I have not had a cup of tea since leaving Detroit, but once, then I solicited some from one of the waiters, when fancy my disappointment, he brought me a tumbler 2/3ds full of lukewarm slops, with two little "sugar bricks" to sweeten it, he doubtless thinking he was giving me a great treat.

we passed a ship this morning bound East. passengers speculating as to her destination and where from, any little incident of this kind is seized upon with avidity as it helps to break the monotony of life at sea, where the eye is wearied gazing at the endless waste of waters. 11 A.M. passed a large Steamer bound West, 12 M. watch 26 minutes slow. May 21st another beautiful day. and smooth sea. every body on deck enjoying and sunning themselves, even to the sick Italians of whom we have a half dozen on board, going home to recruit or die in their native land as the case may be. 8 M. passed an English Barque bound West, exchanged salutes with her by lowering the national colors three times. 12 M. watch 29 minutes slow. May 22d a fine day. at 2.30 A.M. passed Cape Clear light, on the South end of Ireland, close too. as soon as daylight, saw Lands End, or Lizzard Point, extreme end of South of England, the view was fine, quite a relief from gazing on the monotonous and endless sea, in running up the English Channel, we are continually passing vessels of every description and nationality, 12 M. watch 34 minutes slow, 3 P.M. saw the coast of France, near Cherbourg, 10.30 P.M. droped anchor in the port of Havre, to wait for the tide.

May 23d 8 AM. hove up the anchor and run in the docks of Havre, after running the gauntlet of the customs officials, (which was not very strict and exact) I went to the Hotel De La Place. Louis De Orleans, and took breakfast, and then to sight seeing, I find Havre very much altered since I was here in 1845; especially about the docks, as Charley says, one is impressed at once that he is in a foreign country, this being Sunday, every body is dressed up in their best and out in the streets it gives a good chance to see the different costumes, shops and saloons, theatres &c are open on Sundays the same as on week days May 24th after a good nights sleep at the Hotel and French breakfast of coffee and bread, with a small pat of butter the size of a half dollar, I went to the Rail Road Depot for Paris, here, was more reminded of a foreign country, passengers are assigned to their respective apartments according to class, the doors leading to the trains are closed until five minutes before starting, when a rush is made for the cars, showing your ticket as you pass through, as for the cars themselves, especially the 3d class, on which all the common (and some well to do people by their appearance) travel, I am unable to do justice, fancy a short and low car, not more than six feet from floor to ceiling, done off in compartmen for 10 persons each, half sitting with their backs towards the engine, their kne rubbing against those on the opposite seat, staring them in the face, (for you can look nowhere else,) one small window in the door on each side, no water to drink, no water closet shut in like rats in a trap, in a long ride, you may form some idea of the discomforts of a French Rail Road, the 1st and 2d class cars are of course somewhat better, but comparison with American Rail Roads is no where, In the ride to Paris, I kept my eye out of the window, having a seat close to it,) I saw that every available foot of land that could be was cultivated, but such a style and system of farming was a burlesqu on the profession, scarcely did I see an acre of one entire kind of crop together, first a little strip of rye, from one to three rods wide to perhap 10 rods long, then a little patch of potatoe a patch of wheat, a strip of Lucerne or French clover, on which cows were feeding, being tethered by a rope, no fences anywhere, all the country being cultivated, on the garden plan, in strips and patches, which must necessarily be done mostly by hand labour, women working in the fields in the majority, as most of the able bodied men are in the army. I saw some fine buildings in the cities along the road. but the houses of the peasantry are meagre affairs, We arrived in Paris 5 P.M. I took a voiture and went to Rue Dauphin (Latin quarter) near Pont Neuf. paid 35 cents or sous, I then engaged a furnishe room for 25 francs for two weeks, at No, 18 Rue Dauphine, the room is well furnished with a good bed, I am well satisfied with the price and location, there is a lady in the same building who speaks English, and acted as interpreter, the concierge and wife who rent the rooms did not understand a word of English, and I but a very little of French, (Although I can read it and make out considerable) it would have made a horse laugh to see the shrugs and grimaces we made in trying to understand each other, this I find is a great drawback to the pleasures of the trip, but then as I am going where several languages are spoken, I cannot learn them all, but one of books conversational books, of which ~~[illegible]~~ one will help me some here.

May 25th after a French breakfast of caffe au lait et pain, I started for Cooks Tourist office, got a ten pound circular note cashed, made a

visit to the Madeline, I did not not-
go in as it was too early, then to
La Place Concorde, saw the obelisk of
Luxor, garden of the Tuileries, the Louvr
of which I made but a tempory visit on
the ground floor among the statuary an
musty old relics of a past age, I shall
devote two or three days yet to the Louvre
and now what do I think of Paris,
I have seen but little of it yet, but
what little I have seen, far surpasse
any thing that I have seen before the
architecture of the buildings is grand in
the extreme, all the wealth, science
and Arts of the nation is crowded
in this one city, it has no equal.
I think of staying here about three
weeks, you may write to me at Rom
Italy, after reading this, send it to Will
& Davy, Yours —— B.H.G.

Letter No. 3 Paris June 2d 1880
Susie & Charly, I will continue
these letters in the journal form
May 26th visited the Post Office
which is a poor affair for such a
city as Paris, then to the "Halle
au Ble" a large round building
for the storage of grain, then to
the Church of the Madeline, which
was closed to visitors until 1-o'clock
this is an imposing edefice in
the Greek style of architecture,

surrounded by lofty pillars crowned with Corinthian capitols, the statuary over the front portico represents the last judgment; next I took a ramble on the Boulevard du Madelin sat down on a seat and watched the passes, in front of all the caffe's and saloons, great crowds of ladies and gentlemen were sitting at little tables on the side walk, sippin there wine and coffee, in fact many were taking their regular meals, varied with smoking and reading the newspaper, this custom of lunchin dining and drinking coffee and wine in the open air, under awning I find to be a regular feature of Paris, and a good one at that, next I went to Place De La Concode which is probably the finest place of the kind in the world; the Obelisk of Louxor, brought from Egypt stands in the centre, on each side North and South is a large bronze fountain, on each of the four squares and corners is a sitting statue representing the eight principle cities of France. then to the garden of the Tuileries, beautifully laid out with flower beds, walks and statuary, fine shade trees under which are seats for everbody. May 27th in the morning I paid another visit to Louvre went throug the picture galaries, saw many of the works of "Famous old masters", perhaps I am not educated high enough to appreciate them at their value, but the works of more modern artists to my eye is better, and the statuary of modern artists I think equal to the ancients, By the scanty apparel that artists (both ancient and modern) have clothed their subjects, I should say they must have had a different climat from us in the United States, now I am not going to criticise too severe if an artist (wether painter or sculptor) intends to portray the human form in its perfection, it is right and proper that it should be done in the nude state, but when he represents a group of men and women in the performance of some special act, consistency would say that they should be draped accordingly. I am led to these remarks by noticing that fully one half of all the statuary and paintings I have seen in Paris, is done in the nude state,

next I made a visit to the "Halle au Vins" "Jardine Des Plants," some very fine trees and plants, though nothing of particular note, next to the "Place De La Bastile," on which is erected the column of July, to

commemorate the revolution of 1830
I paid 4 sous and ascended to the top
by a spiral staircase inside the
column, where I had a fine view of
the city, the column is built of
bronze, with the names of those who
fell a sacrifice engraved thereon.
then by omnibus to the Chateau D. Eau
where there is a fine fountain resting on eight bronze lions in a circle
the water spouting from their mouth
then to the grand Opera House, lately
finished, then to the column of
Vendome, in imitation of Trajans
column at Rome, built to commemorate
Napoleons victories over the Russians
and Austrian covered with military and battle
scenes in relief from the base to the
capitol, next I went to the Champs Elysees
a beautiful place, in which is the
Palais D. L. Industrie, paid one franc to
go in and found it well worth the
money. the paintings and statuary
are all new and fresh and realy
beautiful, not old and musty as the
collection at the Louvre, next I went
to the place D. Etoile or Arc De Triumph
also built in honor of Napoleons victories
I then took an omnibus to Pont Neuf
and my lodgings. tired enough I assure
you having done a big days work.

May 28th commenced my rambles
again at 7 A.M, went down the

Boulevard St. Michel, brought up fir
at the Pantheon, a church in the
architecture and style of a Greek
cross, there is something grand and
sublime about the Greek architecture
that surpasses all other styles to
my idea, the inside is quite
plain and not finished, but
those noble marble columns and architra
how I admired them, next I went
to the Palace and gardens of the Lux
emburg, the latter of which is very
fine, down the principle Avenue in
front of the Palace on each side, are
the statues of former Kings and
Queens of France, then I went to the
observatory, but did not go up.
next to the cemetery of Mt. Parnasse
went in and had a ramble
among the dead, noticed that
every tomb and grave was surmoun
by a cross, on which was hung
in profusion black and white bea
work strung on wire, next went
to the Hotel Des Invalides, the public
are admitted free, but if a guide
shows you around and explains
things, you pay him from two
to four francs, I paid two
francs, the most important thing
to be seen, is the tomb and sar-
cophagus of Napoleon 1st, very grand
in the chapel over the galleries

are seen the various flags and banners captured in the wars of France, in another part of the building and in the court is a collection of cannon and other trophies of war, next I visited the Ecole Militaire, and Exposition buildings, now in course of Demolition on "Champs De Mars", then across the Seine by the Pont De Jena to the palace of the Trocadero, which stands on high ground sloping to the river ascend the steps with me to the place, look back over the river; at the Expositio buildings; at the city, on each side and around you, at the fountain and gardens in front, and then imagine a more beautiful sight, I think I shall never see it, next I went by tramway to the Louvre, and to my lodgings, May 29th made a visit to the church of Notre Dame, what a quaint old structure, in the Gothic style, the outside covered with statuary and flying buttresses, on the West front I counted 324 statues and busts, the inside corresponds with the outside, with beautiful stained glass windows, they were attending divine service when I went in, and the peel of the organ, with the voices of the choir was grand; next I made a visit to the Morgue, were the drowned and other unrecognised lead are carried to wait recognition from friends, there was no subjects, when I was there, but the garments of the recently dead hung on the wall awaiting claiman of friends, next I went to the Hotel de Vi destroyed by the commune in 1871 now in course of reconstruction then went by tramway to the Place Du Trone, where stands two columnar monuments crowned with statues, of whom I dit not learn, then by tramway to the cemetery of Père Lea Chaise, went in and all over the grounds, I was very much disappointed, it looks nothing at all as I supposed it would, for beaut of location, and monuments of Art, Greenwood near Brooklyn is far superior, the cemetery is not large, but the grounds are quite covered with tombs and monuments, all mostly alike, they look like small house, an oblong squire, just the sise and directly over the grave, which is covere with a marble slab, there is a shelf in this little house on which is placed offerings to the dead by loving friends as most every door has a glass window in it, you can look in see the fixtures, there was a funeral when I was there, and out of curiosity followed it up, the coffin (which was plain and of unstained wood) was borne on the shoulder of four men (as carriages are not allowed inside) followed by a priest and boy as his assistant, carrying a cross and urn of holy water, after him came the mourners, which consisted of one man and three women (who by their dress appeared to be well to do), the coffin was lowered in the grave, which was about 12 feet deep, a little service by the priest, some sprinkling of holy water by friends as well as the priest, and all is over, it is evident that no such pageant as you have in the U.S. in ordinary deaths, is to be seen here, from Pere La Chaise I went to La Villette, where one of the canals comes in Paris, then by tramway through one of the principle Boulevards to the Park Monceau, this is a gem of a park, the finest and prettiest I have seen here, there is not much works of art, but the grounds themselves are lovely, next I went to the church of St Augustine, went in and had a look around, all very fine, as all the Churches here are, then past the Madeline and home to my lodgings tired enough.

May 30th this day being Sunday I did not go out of my lodgings so early, when I did go out, I found the Streets no ways different from a week day, if any thing more business and travel, all the shops being open, thinking that I had made a mistake as to the day, I refered to my journal and found that it was Sunday I first took a stroll through the garden and around Palais Royal, where the Royal families used to live, now occupied on the first floor to the sale of jewelry and other fancy articles with fancy prices, the 2d floor is mostly used for restaurants, then I made another visit to the Louvre, and went through the Egyptian and Assyrian collection, the latter I admired for its sarcophagus and Assyrian Bulls of enormous proportions, in the afternoo I made a visit to the Ecole Des Beaux Art as its name implys collection of for the new and beautiful works of Art, I am tired and surfeited looking at painting and statuary. it is incredible the amount of such works of art in Paris, go where you will, your eye is never off of them. I have been here a week tomorrow, and now what do I think of Paris, and the Parisians. it is a fine city, abounding in all of the finest works of art perhaps in the world. every thing is made to please the eye out of doors, but nothing for the stomach or home comforts, such as we understand them in America exists here as far as I have seen, eating with the Parisians seems to be of secondary importance, how they manage to look so well physically with their style of livin I dont see, I am in the Latin Quarter, where many of the common people live, and I take notes of what is going on, you will see the working men going along the streets in the morning, eating a hunk of bread, nothing else, sometimes he stops at a stand & gets a cup of coffee to drink with it, this last him to 11 or 12 o'clock, when he takes his real breakfast at a cheap restaurant, and dinner at 6 or 7 P.M. and as provisions is very high, he cannot afford to live very luxuriously, he spends his time when not at work mostly out of doors, lounging on the Boulevards, gardens or parks in good weather, in bad weather he goes to the caffes or his garret with out any fire, as he cannot afford one. I suppose you want to know how I get along with my French, and how I manage, well, not very well I stumble along, the first few days I thought I should starve with money in my pocket, what little French I picked out of Cooks Hand-Book, they could not understand, and when spoken by them, I could not understand, I hit upon a novel plan, and thought if they could not make out my French as I spoke it, they could read it for themselves in their own languge, so I pointe out the article wanted printed in French, by that method I manage to get along, there, ~~there~~ is several caff and Restaurants where they have th sign "English Spoken", I went in to three different ones, and could not understand a word of their Englis nor they mine, so left in disgust with out having eaten any thing. I am getting along better now, in the morning [illegible] take a cup of caffe au lait with a roll of bread at a stand across the street from my lodgings, for whic I pay 5 sous, this is my most sati factory purchase in the eating line of the day. at 12 or 1 P.M. I go to a Restaurant wherever I happen to be, and get a 'Bifsteak et pom de terre" or some other French kickshaw with a half bottle of som wine with bread, for this I pay from 1 to 2 francs, and for suppe I take home something and eat at my lodgings, such as bread cheese, and compressed corned boild beef, put up in Chicago, this I do for economies sake, now what do you think of that style of living, I have not had a cup of tea but once since my arrival here, and then they charged me one franc for the tea, and 5 sous for a roll of bread with butter enough to spread one small slice. I don't drink tea any more; May 31st I went this morning to the Bois De Bologne. I entered the woods at the extreme South end, not being posted as to the right direction, I aimed for the Lakes and jardin D'acclimatation, which was nearly due north, taking the sun for my guide as the walks and drives lead in every conceivable direction I got out of my course and did not reach the jardin till after a walk of about three miles, which was very trying to my lame ankle, there is nothing particularly attractive about the woods, I paid one franc to go in the jardin, a fine collection of Birds and animals, the most attractive was five large full grown giraffes, the first I ever saw outside of a cage in a show, also a large collection of dogs which set up a most unearthly howling. June 1st Set out this morning for a ramble in my route came across a body of about 300 of the poor of Paris waiting on the side walk for an office to open, I stoped to look at the crowed, when the office opened, an attendant came out and gave to each applicant a yellow ticket, good for a dish of soup havi distributed the daily allowanc of tickets there was not enoug to go around, the rest were obliged to go without, with sorrowful and chopfallen faces, made a visit to the Bourse, and Bibliotheque national a large library. afternoon attended a concert in the Jardins Des Tuileries, and then to my lodgings. I am in luck, my landlad has furnished me with a little spirit lamp, a pot for boiling tea water, holdin about two cups, and tea pot of same size, with tea milk, and little sugar Bricks, I now supp in my room and drink tea again.

June 2nd have nothing in particular on the programme to day. you need not write to until after my next, I shall leave here for Turin and Genoa next Monday, will write to you next at Rome. B.H.G.

Letter No 4 Rome June 13th 1880
Continued from Paris.

June 3d went to Cooks Tourists office and exchanged my certificate for tickets for the route, about 40 of them, and such looking tickets. [illegible] the ~~nearly~~ the size of my hand, printed on thin yellow, blue, pink, and green paper, covered with French, Italian, Swiss and German hyeroglyphics, wether I shall be able to make them out, remains to be seen, I have been checked in my travels around the city for the last three or four days, by a sore toe, brought on by wearing a ~~tight~~ shoes.

June 4th sick head ache all day, did not go out much, in the afternoon, made another visit to the Louvre, done the Hall of Etruscan vases and other departments of Terra cotta. June 5th Rambled about town, bought at Cooks office Hotel coupons for 15 days, paid $30,~ not very cheap, but as they speak English at those Hotels, it will be more pleasant I shall not use them where I can do better.

June 6th Sunday, Attended divine service at the Church of St Sulspice, a grand affair. the service was

Altogether different from what I
have ever seen in a catholic
church, and was truly unique
the most interesting part, was
the holy procession, the object
represented I did not understand
it was lead by priests with thei
assistants, then followed "Brothers"
carrying banners, then by others
carrying lighted candles, then others
swinging urns of incense and
sprinkling flowers by the way,
followed by bearers with canopy
under which was a priest and
assistant then followed a processio
of sisters or virgins, bearing
banners, having white veils over
their heads. the Brothers all
had the tops of their heads
shaved about the size of a pal
of the hand. there were about
a hundred persons in the processio
the choir singing, and organs
(one at each end of the church)
playing during the ceremony.
I have been here now in Pari
two weeks, and have seen nearly
all that is worth seeing, and am
satisfied with seeing, and am
now ready to leave, which I
shall tomorrow morning at 6.30
by the Lyons & Mediterranean R.R
for Dijon, Macon, and Turin.

June 7th raining and cold, and has been for the last week, left Paris at 6 30 A.M. I noticed as we passed along the same garden like system of farming as between Havre & Paris, how our Michigan farmers would laugh to see such a style of doing work, everything in strips and patches, and beds, it must necessarily have been done by hand labour. We arrived at Macon a fine town on the Saone river at 6 P.M. where I had to change cars and wait till 9 P.M. I went to the Hotel De L'Europe and dined at the Table D'Hote with one of Cooks Hotel Coupons. as this is the first experience of the kind I ever had, I will give you the programe as near as I can, first a chunk of bread and small bottle of wine, then a dish of soup, followed by a dish of fish and gravy, carried around by a waiter, each person helping themselves, then a clean plate (which was done at each course) with roast beef and onions; followed by veal and water cresses, next green beans and lettice then cheese and two kinds of cake, followed by strawberries with crust toped off by ripe cherries. I made a meal, and the first square

one I have had in France:
and the beauty of it was, all
these things were brought on
without you asking for anything, Resuming our journey at
9 P.M. the ride was tiresome
and monotonous, being dark;
we could not look out to see
the country as we passed, from
Camberry to Modane, (where bagge
is inspected.) the scenery takes
on a mountain aspect, we arrive
at Modane 5 30. A.M. the mountai
looked grand and sublime, with
their tops covered with snow,
on which the morning sun
was shining, made them glisten
like a diamond in its setting
we entered the Mount Cenis Tunn
at 6 A.M. and emerged on the
East side in 23 minutes, after
passing the main Tunnel, there
is a succession of them to the
number of 12 or more, before
you get fairly into Italy, the
scenery is very fine, such gran
old piles towering above the
clouds, on the tops of two lesser
ones I saw the ruins of old
castles such as we read of, and
all over the sides of these mountains where a foot-hold can
be obtained you will see the

cultivation of grapes, the first thing attracted my notice among the mountains, was the clearness of the atmosphere, you could see an immense distance, every object being clearly defined, I like the Italian style of farming better than the French it not so much in strips and patches on the garden plan, We arrived in Turin at 9 A.M. June 8th, this I find to be a fine city the dwelling houses in outside appearance, look better than the same class in Paris but there the comparison ends, I went to the annual national exhibition of fine arts, paid one franc for Italian paper money (about 18 cents) for admission, the things to be seen, were statuary, paintings, and ceramics, some very fine all of the modern school of arts, but I am tired of looking at them. Tomorrow I leave for Genoa

June 9th left Turin at 7.30 A.M. we passed through a very fertile country, quite level, saw some Indian corn growing, the first I have seen so far, it was planted so close together I should judge it was raised more for the fodder than for the grain, saw men and women in the trees, which I took to be mulberry, picking off the leaves in bags. think they must be intended to feed silk worms. about 30 miles from Genoa. the country begins to be mountainous and continues the rest of the way. the suburbs of Genoa are very fine. large beautiful residences are built on the sides of hills and mountains, looking very picturesque. their materials are stone and brick stuccoed. with fancy fresco painting. we arrived in Genoa at 12.45 M. I went to the Hotel de la Ville engaged a room and started out to see the town; Genoa fills the Bill according to my anticipation more nearly than any other place I have seen. it is built in terraces in the form of an amphitheatre, surrounded on the land side by immense fortifications; what a queer city it is. streets varying in width from Fort St. E. to 6 feet. and some not more than 4 feet wide, running in every conceivable direction, the buildings from 5 to 9 stories high some dating before the time of Columbus, fine churches every where some of which I visited. also some fine marble palaces.

I have tried to find the Collegio Brignoli, and enquire for Whitney but so far without success, to my enquiries, one large red building was pointed out, I went in, and all over it, showed them the name, but got a shake of the hea or shrug of the shoulder everywh as near as I could make out. the building was named after Count Brignoli, and was design for the study of sculpture an other sciences, I may look farth before I leave. June 10th started out on a ramble, visited some fin churches, notedly the church of th Annunciation, afternoon recommenced the search for the Collegi Brignoli, was successful and foun it, had a very pleasant intervie with Whitney. who introduced m to two other English speaking students, one from Mass, he show me all over the monestery which stands on high elevated groun overlooking the whole city, harb Bay, with its shipping, and th blue Mediterranean, a beautiful sigh

June 11th I left Genoa at 8.50 A.M. for Pisa. the country to Spezzia is mountainous, the Rail Road run near the Mediteranean, of which we have a fine view, when not passing through a tunnel, there is a succession of tunnels, out of one, in another, we arrived at Pisa 4-45 P.M. I went to see the leanin tower, the Baptistry, and church of St. Stephens, the leaning tower was realy interesting, the rest I did not care much for, & it is needless to say, that you are beset by beggars on every hand, the can detect a traveler directly, and lay in wait for him, at every turn, it is the one great draw-back to pleasure in traveling in Italy. If I should give a fee to every porter, doorkeeper, beggar, and bummer that hold out their hand, five dollars a day would not suffice, we had on the train a gentleman and family from Philadelphia consisting of himself, wife, four daughter and one son, seven in all, he relatio to me his experience, how he was bled by these cormorants, I told him he gave too often and too much at a time, it is such as him and by a lot of shoddy Americans ~~that~~ traveled in Europe at the close of the war, in flush times, throwing their money profuse around ~~that~~ has caused these exorbitant demands on travelers a porter at a Hotel, without having done you the least servi such as carrying your valise up stairs (for I always do it mysel will stand with one hand to his hat, the other extended, expect a fee, why, the cheek of these fellows is something marvelous and truly refreshing, I always pass them by. June 12th left Pisa at 5 A for Rome, we passed through some very poor looking country low and wet. in some places the wheat harvest had commence women and men in the field at work, cutting the grain with sickles, the first thing I noticed in approaching the city, was the old Roman acqueduct, still used to supply the city with water, built up on high arches, the railroa runs near and under it, we arrived in Rome at 1 P.M. I went and engaged a room at the Hotel Corona De Italia, Via Della Quattro Fountaine for five francs per day. including breakfast and dinner, I expect to stay here a week or ten days and then to Naples. and no you may ask how do I get along with the language, well not at all, I began to pick up a little French ~~at~~ in Paris, but since I have been in Italy. I am all at Sea again and adrift as far as language is concerned, though many of the Italians spea French, and some speak English. I have bought me a guide book for Rome, and think I shall get along without much difficul I shall give no description of wha I see in Rome, in this Letter, bu will reserve it for the next. you may write to me at Zuric Switzerland, if you think it

will be there in a month, or
wait until I write again

Ever yours B. H. Gale

Letter No 5th

Naples June 21st 1880

Continued from Rome, June 13th
this day being Sunday, I started out to see
Rome, I went Via Della Quatro Fontani,
soon came to four fountains (which
gives name to the street) one on each
corner of a street crossing, they were
constructed during the old Roman
Empire under the Ceasers, and are
in good condition yet, continuing on
up this street to "Trinita Del Monta" one of
the ancient seven hills, looking over
the lower part of the city to the
West, I had the first sight of St, Peters
Church and dome, conspicuously towering
above all other objects around, on the
streets and squares, I noticed several
flocks of ewe goats, I found that
they were driven in from the country
every morning to supply the city with
milk, they were milked on the side
walk as each customer was served,
thus insuring a pure article, con-
tinuing on my walk I came to the

written from memory, original being lost

Piazza Del Popolo, a fine public place adorned with works of art, ancient and modern, some having been brough from Egypt, one, an obelisk like that of Luxon in Paris. from there I crossed the Tiber by an iron bridge, and passed the Castle St. Angelo, or Mole of Adriana, an old Roman structu with towers, built for defence, no doubt but efficient in its day, but of no account in these days of modern warfare. skirting around outside the wall of ancient Rome, I entered via Porta Angelica, and on up to the Piazza St. Pietro, this place is a splendid piece of design and workmanship, nearly surrounded by two semicircul colonades of marble columns, in four tiers each, on the tops of both colonades, a few feet apart are placed a row of statuary of large size, of Saints and Martyrs. in the centre stands another obelisk taken from Egypt. supported on each side by a fountain. walks from the centre, lead out by the eight cardinal points of the compa on the West side of the Piazza on rising ground, stands the church.

of St. Peter, looking up to it and walking around, I was not impressed with its vastness and size, it is when you go in, and walk over it, you are struck with its great dimensions and proportions. groups of statuary occupy niches all over the interior, with paintings of a religious character, not the least in effect is the profuse hangings of crimson cloth fringed with gold, returning from St Peters, I crossed the Tiber by the Pont St. Angelo, a large marble bridge, lined on both sides with old Roman statues.

June 14th to day I devote to visiting the ruins of ancient Rome, which lays mostly to the South and East of modern Rome, the latter built mostly on what was the Campus Martius of the ancient city. going South East by the aid of a map. I came to the Temple of Minerva then to the extreme South East within the walls, the site of the Temple of Cupid, but little left now then to the Basilica of St Croce, a large modern building. next I

went to the church of St John Latera
the next in sise to St Peters, and
the official church of the Pope, ma
a visit inside and found it mag-
nificent, then via Labicano, I came
to the crowning glory of them all, t
Colisium, what a grand superstructu
this must have been in its day, eve
now it is sublime in its ruins,
its sise is immense, large enough to
seat the population of ancient Rom
the North wall is entire and in
good condition yet, but the South
side half of the hight of the walls
has been thrown down by violence
or time, the government has re-
paired it some to prevent furth
destruction. I roamed in the in-
terior, and saw the underground
passages, where the wild beasts wer
let in to the arena, I could har
realize the fact, that I stood on
the spot where the dieing gladiator
breathed his last, and Christians
were torn by wild Beasts to mak
a "Roman holiday" but a short
distance to the West from the Colisiu
is the 'Arco di Constantino' in

perfect condition now, then the "Arco di Tito" in good order, Palace of the Cesars, in ruins Roman Forum, which was partly buried under debris and rubbish of other buildings, excavations are going on, bringing to light the arts and sciences of the ancient city, there is but little left standing about the Forum, but a few columns with their bases, some laying prostrate and broken, the "Arco di Severus" is entire, my next bringing up was the Campidoglio, now used as the capitol of Italy, scituated on Capatoline Hill, back of the capital is the "Tarpean Rock" commanding a view of the campus martius below, I paid seven sous to the gate-keeper to go in and have a look, returning, I came to Trajans column, at the North end of Trajans Forum, the column is entire, and as perfect as when erected, it is covered with figures in relief, running spirally to the top, recording Trajans victories, the rubbish having been removed, showing the ground plan of the Forum, a few columns standing,

others thrown down and broken.
June 15th visited the railway station.
a splendid building, "Acqua Felice Fonta
near the Piazza di Termini," near her
on high ground is an old Roman
Fountain, a basin about fifty feet
in diameter, the wall of which is
now broken down and scattered abou
in the centre of this basin, is a
stream of water, the force of the wa
shooting up to the height of 36 feet,
I was told this had continued
from the days of the Caesars, it
seemed incredible, but those old
Romans understood the art of building
well, next to the church of Cappucini in
the Piazza Barberini, where stands a
bronze fountain, the "Fontana Della
Tartarughe," representing sea shells,
sea gods, and sea nymphs, uphold
ing a basin over which the water
flows. then going to Cooks office in
the "Piazza Di Spagna" and getting
tickets, I visited the Vatican Museu
and picture gallery. it would be
useless to undertake to describe their
contents, the collection has been
donated by the munificence of

different Pontiffs at different periods and of course are mostly of religiou subjects, I made another visit to the Vatican and Sistine Chaple on a subsequent day. returning I went to the "Fontana Navona". and the "Fontana di Trevi," both of these fountains are of old Roman origen, representi in large size, sea horses, sea gods, shells and marine plants, over which the water flows. making a very interesting sight. the figu are constructed of marble and bron June 16th visited the church of St. Maria Maggiora. interior comp on one side of the church, is a lofty column of colored marble. crowned with a figure of the Madona, on the other side is another obelisk taken from Egypt. (seven in all) which has been despoiled to enrich Modern Rome next went to the "Basilica di Constantino, or temple of peace, built by the emperor Constantine, mostl in ruins, then to then to the pal of the Caesars. paid one franc to go in, a number of guides are allways standing at the entranc proffering their services to visitors with a pertinacity almost impossible to shake off, as they could not speak English, or me Italian, I did not take them, I rambled about the grounds, which are large, went in the underground apartments and cells, were the light of day never enters, I think these holes were for the confinemen of State prisoners. the whole concer had more the appearance of a priso than a palace, there was nothing to be seen there of any interest, on the site of the palace itself was a few broken columns and capitols, all that remained of the glory of the Caesars,

June 19th made another visit to the Colisseum, and twice subsequently, In fact I was never tired of looking at this stupenduous building, in the interior I came across two young ladies (Americans) sitting on a brok column and hearing them talkin in English, I addressed them, an excusing myself for it, as I was pleased to hear an English word

spoken once more. I found they
were from Iowa City in Iowa, they
had been all over Europe, and
seemed to be perfectly at home.
one was a relative of Philo Parsons
of Detroit, visited again St Peters
Church, and the Vatican Museum.
returning by Monte Pincio, a fine
promenade, where a military band
plays every afternoon.

June 18th I have no regular pro-
grame or course for to day.
in fact I can interest myself
very pleasantly at any time in
rambling about the city, makin
obeservations, noticing the style
of dress, costume, and occupation
of its people.

June 19th This morning I left by
rail road for Naples we rolle
across the "Roman Campagna"
which has been noted for ages.
for causing the malarial or Roman
fever. to those exposed to its influ-
ence late and early, and at night.
this formerly low marshy piece of
land, has now been drained and
cultivated which has also abated

its tendency to fevers, the rail road in some places runs near giving a good view of the Mediterranean, on approaching within five miles of Naples, I had the first sight of Mount Vesuvius, I knew it as soon as I saw it, by its belching out steam and smoke, The subur of Naples are rich and cultivated like a garden, arriving at the depot. I took a hack, and went to the Hotel Du Globe, Place du Chateau No. 15 at 7 francs per day for room and board, having washed and fixed up, (as you are always covered with dust after ridin on an Italian railway) I started out to see the town, made my way down to mole, shipping, and sea. what a lovely and beautiful place, and so handsomely situated, built in the form of a half moon around the Bay. with a solid Sea-wall and wide promenade, forming with the back ground an amphitheatre from which you look to the right. at the mole, light house and castle on the high back ground overlooking the Sea, in front at the noble Bay and shipping, on the left at the villas along the Bay and Mount Vesuvius vomiting fire and smoke, (seen best at night) presenting a picture not exceled in any country in the world. but Oh! such wretched, poverty struck looking inhabitants, I mean among the lower classes, and so many of them, perfect "lazzeroni", laying around on the mole and Quay's in rags, filth and dirt, their hands ever extended asking for alms. it is estimated that there is twenty thousand of this class in Naples who have no permanent abiding place, they as well as all of the Italian peasantry, live very poor indeed, it is no fault of their own, as they have but little or no work.

June 20th. to day being Sunday, I went to the national Museum, in which are deposited the gold, silver and bronze articles, statuary, paintings and mosaics and other curiosities taken from the buried cities of

Pompei and Herculaneum. the museu is also rich in modern statuary, paintings and fine Arts. there is not much in the city itself to be seen except the churches, whic are very fine. in passing along I came to a large and fine monument, a lofty column crowned with a figure of the Madonna on the Base was a likeness of the virgin set in the marble. also a small alter, where the devotee could kneel and worship, which was believed also in being effectual in curing the complaints of the afflicted. I paused awhile at the monument and saw many worshiping at this shrine, and going away seemed to feel much better. June 21st to day I went by rail road to the excavated city of Pompei, which was buried by the eruption of Mt. Vesuvius eighteen hundred years ago. excavation have been made by the government more or less for the last one hundred and fifty years. all the articles of most inter found, have been placed in the

Museum at Naples. though many of the relics found, have been placed in the museum at Pompei among them five or six petrefied human bodies, showing by the contortions and position of their limbs, they must have died a horible death. you enter in the ancient city through an arched tunnel. the debris, scoria, and ashes excavated from the town, was carted to the outre edge. forming a high embankment, necessitating a tunnel to entre in. the price of admision is two francs. at the entrance are always stationed guides to show visitors around, and also to see that they do not carry anything away, as they could not speak English, I did not employ them, but one followed me around nevertheless, like a dog at my heels, to see that I did not carry off some of the paving stones, as there was not much else that I could get a hold of. Diomedes house was quite perfect and standing, nearly all the rest of the buildings was destroyed.

leaving only a portion of the walls and foundation standing, on many of the walls (on the inner side) are still left some very fine frescoed paintings, though expos to the weather for many years. The "Foro Civile" or civil Tribunal and court house, appeared by the ruins to be not much inferior to that of Rome, a long colonade in the Doric style, some caped with arch traves are all there is standing I went into the wine cellar of one house, and saw a dozen of wine jars in the same position as when used, each one would hold as much as a good sized hoghe the main street which led up to and passed the Civil Tribunal was of good width, the rest were very narrow, all paved with stone, monumental column and arches are to be seen in different places. the city has not all been uncovered, but only the central and business part.

Venice June 30th 1880

Letter No. 6 Continued from 21st

June 23rd I returned to Rome from Naples, and spent the day in Rome visiting places that I had not seen before, among them the Pantheon, a fine old Rome temple, built probably more than two thousand years ago, it is now used for a church. June 24th I left Rome at 10,50 A.M. for Florence, and arrived at 7 P.M. the ride was fine and pleasant, as soon as we got to Ovieto, (which was up grade all the way) I noticed a change in the temperature, it was much cooler and pleasant, the weather in Sou Italy had been very hot all the time I was there. After arriving in Florence and engaging a room at 2½ francs per day, I sallied out see the town. this being St Johns day. it was observed as a general holiday. I went to the cathedral the dome of which was illuminated colored lights was strung across the principle streets and lined on both sides with booths one bazaars, filled with people in their holiday attire, it made a very interesting scene.

June 25th I started out again this morning to see Florence, went to the Cathedral and inside, I saw nothing worthy of note, but the building itself is a remarkable structure, with an immense tower, built with different colored marble then I strolled along the Arno, crossed over by one of the bridges and visited a very old and large building, which looked as if it was built during the Roman empi now used for State and municipa purposes, I went inside and sa some fine and Ancient Statuary and fountains, one with a large pool built in a recess contained a lot of fish quite lively, though it was somewhat dark, being so far back from the light, from here I recrossed the Arno and went to the Park and Giordino Di Acclim tazione, rather a small collection. there are plenty of fine churches and picture galleries there, but I did

not go to see them, I have [illegible]n enough of that kind already.
Florence is noted for its beautiful works of Art in marble statuettes and parlor ornament, and the beauty of it is they are not all on religious subjects as I have seen elsewhere.
June 26th left Florence at 7.15 A.M. for Venice. we stoped an hour at Bologna, and arrived at Venice 4.25 P.M. I went to the Hotel Milan, engaged a room at 2½ francs per day. breakfast consisting of coffee and milk with bread 1 franc, dinner at Table D'Hote at 6-30 P.M. without wine 3 francs, with 3½. I am located close to the square of St. Marco in the centre of attraction, Venice, like Genoa fills the Bill according to my anticipations, fancy a city larger than Detroit built on piles in the sea, with canals for streets. through which the tide flows every twelve hours. gondolas for vehicles, not a horse, carriage, or cart to be seen. not a living thing but men, women and children, and pigeons (the latter confined to the square of St. Marks)

no dogs, cats, or insects, such as flies and musquitoes, a deathlike stillness, except what is made by human voices, black gondolas glidin silently along the canals, darting out ~~fitom~~ under bridges like some dark spectre at a funeral cortege, and you may form some idea how Venice looked to me the first day of my arrival.

June 27th Today is Sunday, and I am promising myself a rich [illegible] in sight seeing, went to the squar of St Marks, the largest open spac in Venice, I entered the square from the West, and the first thing that caught my eye was the Church of St Marks, the patron Saint of Venic it is built in the Moorish Gothic style, with domes like a Mohameda Mosque, four large bronze horses are over the principle entrance, the inside of the church I will not undertake to describe, but suffice it to say, that all the rich and beautiful gems of Art known to the Venitians are bestowed upon it, the floor is covered with pictures and designs in mosaics on the left of St. Marks, is the clock tower erected in 1499, on the dial plate are the signs of the Zodiac and moons phases over the dial is the Madonna sitting in State above this on a platform is two figures with sledge hammers to strike the hour, above all is the winged lion of St. Marks, on the right of the Church, is the Ducal or Doges palace, and facing the Sea, is two monoliths, one crowned with a winged lion, the other is crowned with the Statue of St. Teodoro the protector of the Republic, with one foot on the neck of a crocadile, the square on three sides, has a colonade of marble, in the square stands the Campanile or bell tower 350 feet high, built to overlook the city and out to Sea for enemies, close by on the right is the Piazzetta and mole, where all the gondolas are stationed waiting for a fare, to Seaward is the shipping, Dogana or custom house Arsenal &c. Back of the

Doges palace, is the prison connected with it by the "Bridge of Sighs"; I stood upon the Ponte Della Paglia (where the best view is obtained) and read from my hand book, Byrons poetic description of the Bridge, from indulging in sentimentality on the "Bridge of Sighs" I went in the Doges palace and all over it, being free on Sunday, it is very large on the ground plan, though not high, (as no buildings are in Venice) but of very elaborate workmanship, and of decided Oriental style, and of course like all other great public buildings in Europe contains a museum and picture gallery, the latter I have decided not to look at again unless I can see something else besides religious subject although all the canals intersect each other every where it is possible to go all over the city on foot by very narrow streets or lanes, crossing the canals by marble bridge

June 28th this morning I made the tour of the grand canal in a gondola, paid 30 cents

I enjoyed the ride very much, and read from my hand book a description and brief sketch of the places of interest as we passed, it was a livin panorama, returning, I visited the arsena where are kept reminiscences of Venice's former greatness, on every hand are marks of her decline, later in the day I crossed the Bridge "Rialto". A single arch which spans the grand canal. this famous bridge is covered and lined with shops the whole length, and is the great thoroughfare of the city, and always crowded with people, I undertook to ramble around and find some places I wanted to see, but in following these narrow passages which are very crooked, every few moments I would bring up at the end. or a canal without a bridge, and then have to retrace my steps, in the hot sweltering streets till I was forced to abandon the search, towards evening I made the ascent of the Campanile and had a fine birds eye view of Venice and its surroundings. I find that the city stands two or three miles from the main land, marshes and lagoons intervening, in the evenin from 7 to 10 P.M. all the elite of Venice congregate in the Square of St Marks, to chat, meet friends, and listen to a fine band of music, not the least of attractions in the square of St Marks is the pigeons, which every day as the bell strike two, come pouring by hundreds from every nook and cranny into the square to be fed, a rich noblema having bequeathed a sufficient sum for that purpose,

June 29th I made a visit to the Academ of fine arts, went through the museu and picture gallery in spite of my prom and saw a repetition of the Madonn and child, the descent from the cros the crucifixion, and other religiou subjects, and but very little else,

I visited the prison connected with the Doges palace, and "Bridge of Sigh a gloomy place indeed.

June 30th I went to the public garden at the East end of the city, the only place open to the public where any thing green is to be seen, spent the rest of the day around St. Marks. tomorrow I shall leave for Milan

B. H. G.

Geneva July 7th 1880

Continued from Venice.

July 1st I left Venice at 9 A.M. and arrived at Milan 3-40 P.M we passed through some very fine country, the people were at work cutting their wheat, I saw on our way two beautiful lakes, the first I have seen in Italy, on arriving I went to the Grand Hotel Milan, on Cooks Hotel coupon tickets, as fine a Hotel as there is in Italy, then started out to see the town, the first thing I made for, was the Duomo or Cathedral. and soon found it, you doubtless have read a better description of it than I can give, I will only say that it is a "big thing." the top is covered with pinacles and spires with fine filigree work all in marble, it is in the gothic style. all over the sides and front face are statuary of Saints and holy persons represented as in acts of devotion, or as suffering martyrdom, a visit in the early morning when the sun shine through the stained glass windows is very striking. leading out of the piazza di Duomo, is the Arco della pace, or Arch of peace of Victor Emanuel, recently built. the finest thing of the kind I have seen yet. in the form of a Greek cross. roofed over with glass and iron, the Arch entrance from the Duomo is a splendid piece of workmanship. the interior on first floor is devoted to caffes and shops for the sale of bijouterie and jewelry.

July 2d I made for the public gardens. and parks, which are very fine and large, took a walk along the Porta Del Venisia a splendid drive, visited the Theatre della Scala. the auditorium is not so large as I expected, but the stage is immense in size, also I visited the Academy of Arts, and spent the rest of the day in looking around nowheres in particular. Now for a few observation, wherever I have been so far, I have found the people to have devoted a great deal of labour and expense to beautifying public places and furnishing out door amusements and pleasures for the people, something attractive and to to please the eye. our American people are too utilitarian, with us the question is, "will it pay"; "is there money in it" if not, they give it but little or no consideration. Life is but short at the longest, and these Italian people take a sensible view of the matter, and make the most of it, what if the greater part of the population are poor. they enjoy the sunshine and air as well as the rich, the public gardens, Parks, and squares are free to all alike, they enjoy the music as well, which is furnished free every evening in summer (where I have been); and if they can get a bite of bread to eat, and a drink of cheap wine, enjoy life nearly as well as the rich and opulent. Milan is the best built city I have seen in Italy, the buildings all have a newer and fresher appearance. a popular style here as in Venice, is for the ladies to wear a black a veil over the head, coming down to the shoulders, secured to the back hair by a skewer or long hair pin, I saw a few girls with "banged hair"; they looked as silly as our own people with the style, July 3rd I left Milan at 7 A.M. for Arona. and arrived 10 A.M. too late for the diligence, so stoped over for a day. Arona is located near the foot of the Alps mountains, on the Lake Maggiore, surrounded by high picturesque mountains.

July 4th this to me has been a red letter day; the recollection of which I hope to retain in my mind as long as I retain my reason. We left Arona at 4.15 A.M. by steamer on lake Maggiore for Stresa. distance about 8 miles, at 6 A.M. by diligence for Brigue in Switzerland by the Simplon Pass over the Alps mountain this ride was a long one, from 6 A.M. to 8.40 P.M. but full of interest, along the way are several small chapels and crosses erected for the traveler who is piously inclined to worship at; we soon came is sight of the snow peak I thought I had seen mountains before, but nothing I had ever seen before could compare with this, soon we began to notice a change ~~in the~~ temperature of the weather, the win blew piercing cold, all along the way to the very summit, wherever the was a grazing spot for cattle or goats, the hardy mountaineers have fixed their habitations which in passing by little children would run out with a bunch of wild mountain flowers and follow the diligence for a 1/4 mile, holding them up to the window, hoping to sell them or get a copper gratuitously, the persistance which they followed us, was worthy of a better cause, on nearing the snow line, the vegetation was very scant. we arrived at the Hospice on the summit at 6.30 P.M. where we stoped to visit this institution of humanity, it is a large stone building, containing a chapel, dormitory, and dining room, designed as a general place of refuge for belated and lost travelers, refreshments are furnished to all free of cost, though you are supposed (if able) to put in the contribution box more than the value you receive, this place of refuge, erected at the snow line of the "Simplon Pass" is kept by Brothers of the order of St. Barnard, they keep large dogs trained to follow on the track of lost travelers in the snow storms frequent here, and guide them to the house of refuge, I picked some Alpine roses here growing near the snow, I have them now. We descended the mountain on the West side very rapidly by a zig zag road, an arrived at Brigue 8 45 P.M. having crowde in my recollection more sights and scenes than ever before in the sam time, July 5th On rising this morning, I find myself in a new country and new climate, decidedly cool and bracing, in a Valley on a river emptying in Lake Leman which forms the River Rhone, wit snow caped mountains all around. at 7 A.M. took the train for Bouver on Lake Leman, arrived at 11.30. At Bouveret took a steamer on the lake, for a semicircular tour to Geneva. the lake ~~is~~ in shape of a half moon, with beautiful towns lining its bank on both sides, the "Castle of Chillon" near Villeneuve, immortalized by Byrons poem of the "Prisoner of Chillon" is seituat on the East end of the lake, we did not go near it, which I regretted very much, we arrived in Geneva at 6 P.M. in time to participate in the tail end of a feeble attempt to celebrate our glorious 4th and independence by the American residents and travelers here, July 6th ~~I spent~~ I spent the day in rambling around and seeing the town which is very fine, towards evening with a cloudless sky and clear atmosphere, I had a fine view of Mt Blanc. lifting its hoary head in to the heavens on which the Western Sun shone with unusual splendour. bringing out every outline with clearness, this is one of the few things I have seen that is not exaggerated. I saw it under the most favorable circumstances through a telescope, though it can be seen plainly in clear weather without, it lays to the South East of Geneva how far I do not know, I like Geneva very well, and am freed of one great annoyance, and that is the Italian Beggar. there are but a few here, and they are quite modest in their demands. I leave here tomorrow for Berne, B.H.Gue

No. 8 Brussels July 18th 1880

Continued from Geneva

July 7th Today I went from Geneva to Berne, the capitol of Switzerland passed through some fine country where the farming was done more on the American system, and not all in garden patches like France and Italy, high mountains on either side of us, arriving at Berne 4-P.M. entering the town by the principle entrance, I noticed two large bears crowning the abutment of the gateway. this animal seems to be the patron or idol of Berne.

July 8th left Berne by railway for Thun, then took steamer on the Lake of Thun to Därlingen, then by railway to Interlacken, where I stop for the night. the scenery of todays trav has been very fine, with mountains, valleys, and Lake; Interlacken is located in the heart of the mountain district, on the right of the railwa station as you pass out, rises the "Jungfrau" its top covered with snow and glaciers.

July 9th I left Interlaken by railway

for Bongin, then by steamer on the Lake of Brienz for Brienz, a beautiful ride, stoped at Giesbach where is a splendid cascade, illuminated at night at Brienz I took the diligence for Alpnacht, over the mountain by the Brünig Pass, at Alpnacht the steamer again, on the Lake of Lucerne for Lucerne, where I stop for the night, at the Hotel du Cygne. I went to see "Thorwaldsens Lion," cut in the solid rock back of the town on the face of the mountain, to commemorate the sacifice of the Swiss guards who perished in defense of the Tuileries in Paris in the French Revolution, Visited the Cathedral, note for its quaint carvings, crossed the river by a long and very old wooden bridge covered with tile, over each bent, one on each side are a lot of triangular pictures the whole length of the bridge, painted in oil colors, representing the "Dance of Death," scenes and legions of old Swiss political and religious history, a quaint old lot they are, I visited the market-place, and saw it at its best, noticed the faces of the women and came to the conclusion that when the beautiful women were dealt out Lucerne hardly got her share, hard features and full of wrinkles, as if they had been gazing at the sun and never straightened their faces again the same may be said of all Switzerland that I have seen.

July 10th left Lucerne for Zurich. I arrived in the midst of the national celebration of the Sangerfest, the city was full of people from far and near, the procession at 3 P.m was pretty broken up by a cold rain storm, I went to the Hotel Bellevue with Cooks Hotel Coupons and it was well I had them, as the Hotels were all full, but with my coupo they were obliged to make room for me as it was I had to take lodgings in an adjoining building.

July 11th this is a fine day. the crowd has been gathering all the morning by steamboat, railroad, vehicles, and on foot, for the principle feat of the Fest I did not think so small a city could gather so many people. they must have come from every canton in the Republic, the town was almost covered with flags. the Swiss beat us in decorating for a great national holiday. every thing passed off orderly nor did I see a single drunken person during the festival. what surprised me most, was that such old cities as Geneva and Zurich especially the latter should have such a new and fresh appearance, the buildings with few exceptions look as though they were built within the two on three last decades, the most conspicuous is the "Grossmunster". As I have struck on the tracks of travelling of two years ago, and will follow it mostly to London, I will not give a detailed account of this and some other places through which we passed, but only that which strikes me as peculiar.

July 12th left Zurich for Schaffhausen near the Rhinefalls, which can be seen from the cars, then by Baden State railway for Offenburg, where I stop for the night. the railroad from [illegible] winds around the mountains and through tunnels a perfect counterpart of the Penn. Central over the Alleghenny mountains at the horse shoe bend.

July 13th left Offenberg for Appenweier, and from there to Strausburg. I went to see the great Cathedral and wonderful clock, went up in the tower and had a birds eye view of the city and surrounding country, which lay in a large flat plain, this is about all there is worth seeing, Charley can tell you all about it.

July 14th left Strausburg for Baden, the noted watering place and summer resort, this is a lovely town, not so much for the town itself, as for its location and surrounding there are a good number of cripples and invalids here, hoping to be benefited by its waters, I stayed a half day in the place, and then went to Carlsruhe, where I stop for the night. this is a fine town.

July 15th left for Heidleburg, I visited the old castle in ruins, saw the "great tun" in the cellar of the castle, I should judge in size it was from 25 to 30 feet in length and 18 or 20 feet in diameter, enough to hold beer on wine for a life time, I spent a half day in Heidelberg and then left for Mayence via Manheim. July 16th I left Mayence by steamer down the Rhine for Cologne, I bought a diagram and some photographs of the river took a seat on deck, and noted objects of interest as we passed them, the weather fine, and I had a pleasant ride, when within a few miles of Cologne, I spied the great cathedral towering up above all surrounding objects, as for the beauties of the Rhine, aside from the castles, legions, and associations connected with it, for natural beauty of scenery, it does not excel the Hudson, if it equals it, all the interest of this great river, is concentrated between Bingin and Bonn, while the Hudson is equal in beauty the whole length. July 17th left Cologne for Brussels, I arrived during the great national Fete, the 50th anniversary of Belgium's Independence. They were holding a national Exposition, to continue until Oct.

as usual with me on arriving in town during a holiday, every Hotel was full, here Cooks Hotel coupons came to my aid, though I had to sleep in another house away from my Hotel, where I found bed bugs, the second time they have troubled me, the first was at Zurich, on a like occasion. July 18th today is set for the great military review of all the troops in the kingdom, they have been pouring in the city for the last two or three days. it was the largest military display I ever witnessed, they marched by platoons in close order and were two and a half hours in passing a given point, they seemed to be efficient troops, infantry, artillery, and cavalry. Brussels I find to be a very fine city, the new palace of Justice when completed, will be equal to any thing of the kind I have seen so far, they have a beautiful park here.

Now a few words for the people of Europ I find them very polite and kind especial railroad and other officials, I sometimes think too much so, as it makes an American feel as though he was under an obligation, it is every where the same where I hav been, tomorrow I go to Antwerp and from there to London, B.H.G.

No.9 Dublin Ireland Aug. 5th 1880

Continued from Brussels.

July 19th I left Brussels at 10 A.M. for Antwerp. after arriving took a stroll around the town, visited the most noted churches, the Hotel de Ville, a quaint old building, the public squares. monuments, Boulevards &c. Antwerp is a larger city than I supposed it was. July 20th left for Roosendaal and Flushing. all this part of the Netherlands is low and flat. dykes are constructed all along the river Scheldt, Bays, and coast to keep the Sea from flooding the land. in fact it seems as if half of the land hereabouts had been reclaimed from the Sea. the crops looked good. At Flushing I took steamer for Queensboro Eng. then by railway for London, where I arrived on the 21st July. the first thing done was to go to the Post Office, but found no letters. I was disappointed, not having received a letter since leaving New York but one, and that was written four days after I left Detroit

July 31st I have now been here in

London ten days, and have seen about all that I care about seeing, though I have not seen more than one third of the city, I shall now go to Brighto and from there to the Isle of Wight, to day I got the first letter I have received written on the 15th July. very short and unimportant.

Brighton I find is a very popular watering place and summer resort for Londoners, the town is finely situated on a bluff facing the sea. though the Beach cannot be compared with those on our coast, being covered with small round stones, making it unpleasant to walk over, but very few people were in bathing, in fact it was too cold here for that kind of Amusement, having spent the day in Brighton very pleasantly, at night I took the train and went to Portsmout

Sunday Aug. 1st I crossed by steamer over to the Isle of Wight, this may justly be called the "garden of Englan in my visit I was reminded of a religious tract I read when a boy called the "Dairyman Daughter" or Elizabeth Wallbridge, a very charming book for the religious inclined, the scene of which was laid here in the isle of Wight.

Aug. 2d I took passage at Portsmouth in the Steamer Lady Wodehouse for Dublin Ireland, stopping at Southampton, Plymouth, and Falmouth from three to six hours at each place, long enough for passengers to have a good look about town we arrived in Dublin at 6 P.M.

Aug. 7th I shall spend a few days in Ireland and then go to Liverpool and take Steamer for New York.

B. H. G.

A few remarks about Dublin, situated at the mouth of the Liffey river, shipping come up the river to the Carlyle or O'Connel bridge, the river has a solid wall of stone on both sides, and is crossed by many bridges, something like the Seine at Paris, but not so fine, lacking shade trees along the banks, the town is well built mostly of Brick, Sackville St, the finest in the city, has some fine granite public buildings, and a lofty granite monument to Nelson. Stephen's Green has been filled up by the munificence of a wealthy gentleman as a public Park, just opened when I was there. Phenix Park at the West end contains a large monument to Wellington, and fine flower garden also a military school, the grounds are extensive and have a large flock of tame deer and other animals grazing. the first thing attracted my attention on landing in Dublin was the "jaunting Car," it was truly an unique and comical affair, the passenger sit sideways back to back on seats directly over the wheels, it would seem as if the least jar or jolt would pitch them off. there are many fine and well dressed people in Dublin, but the great majority, especially among the lower class, looked squalid and dirty, I thought unnecesarily so. about the entrance and doorways of houses, as seen from the streets in like condition. I went by tramway to Black Rock, a suburban town, distance three miles, on the shore of the Bay, this is the watering and bathing resort for Dublin and a pleasant place it is too, August 7th I left Dublin for Liverpool, and arrived next morning, after hunting up a hotel I started out on a stroll to see the town, I find Liverpool very much changed from 1846 when I was last here, the town of course has greatly improved, but the most change ~~is~~ in the docks and shipping, where twenty years ago most of the trade between New York and this port was done by American packet ships, now it is done by English steamers, our flag has almost been crowded out of English ports by our civil war and other causes.

Aug. 10th I took passage on the Inman Line Steamer, City of Montreal for New York, stopping next day at Queenstown for mail and passengers, after an ordinary passage of 11 days, we arrived in New York Saturday Aug 21st thus completing the trip and tour pleasantly and successfully —

Having a desire to spend a winter in Florida, I left Detroit on the 19th Dec 1831 for New York, where I took passage on the steamer "City of San Antonio" for Fernandina Fla, we sailed on the 23d Dec, stopping at Port Royal S.C. arriving at Fernandina 27th I find a great change in the climate, as warm as Michigan in June, after a short stay here, I went by rail to Jacksonville a distance of 33 miles

noticing on the way that the land wa
very poor and barren, all sand and
swamps, producing little but yellow
pines, palmettos, and running prick
vines, but very little vegetation grows
wild that cattle will eat, there are
some small tracts of what is
called "hammock Land" more fertil
where orange groves are planted,
this land has on it (in its natural
state) different kinds of timber,
mostly hard woods, such as live oak
maple, hickory, magnolia, gum, &c
it also raises good vegetables,
arriving at Jacksonville, the princip
city of Florida, I find it a fine
town of 16000 inhabitants, full of
Northern Tourists and invalids, wh
come here every winter in search
of pleasure and health, there are
many fine Hotels and boarding hou
all well patronized, by Northerners,
rates of board from 7 to 20 dollars p
week, I rented a room for $3-00 p
month, with a few articles of furn
iture, and kept "Bachelor Hall,"
getting my dinner at a Restaurant
making it much cheaper,

Jacksonville is situated on the St. Johns River, about 20 miles from its mouth at which is a Bar, preventing vessels drawing more than 14 feet from going up the river, the government is now deepening the channel on the Jetty system, an immense amount of pine timber is shiped from here yearly, the St Johns River is very wide the whole length, in fact more like a long lake than a river and well stocked with fish the tides from the Sea runs up, and effects the river for more than 150 miles, though the water at Jacksonville is fresh and from then up the same, the Banks are quite low most of the way, but a few feet above water, a steamboat ride on its placid surface, as the weather is most always fine is one of luxury and enjoyment, trees growing down to the waters edge from which hangs in long festoons the Spanish Moss, passing occasionally an orange grove with all its ripend fruit still hanging on the trees, and I know of no finer sight) makes a ride on this noble river a pleasure long to be remembered, not the least of the strange sights to be seen on the St Johns River

is the cattle standing in water up
to their bellys diving their heads
in water up to their horns for
grass and roots, which at low tid
is out of water, I saw at Tocoi
about 50 head thus engaged in feedin
the grass and feed on the land
is all dry and dead in the winte
time and does not grow no matte
how warm the weather is,

At Tocoi is a narrow guage rai
road of 15 miles running to
St Augustine, the fare is the mo
sum of two dollars, which you ha
to pay as there is no other way
to get there, I spent a few days
at St Augustine, very pleasantly,
it is a quaint old Spanish Town,
the oldest in the United States situa
about a mile from the Sea, on an
Island, an old Spanish Fort still
standing to protect the harbor is i
in good condition; built of marl an
shells which by time and exposur
to the weather has become as hard
as granite, along the whole front
of the town is a massive Sea wa
built of the same materials as the
Fort wide enough on top for a
promenade, other points of interest
are the Plaza de la Constitution, in
the public square and confederate
monument, the old Cathedral

and Moorish bell tower, U.S. military Barracks &c. fine Hotels and boarding houses. an early walk and promenade to the old Fort and along the Sea wall sniffing the Sea breeze, and listening to a splendid military band from the Station is one of pleasure and enjoyment, St Augustine and Fernandina are considered the healthiest towns in Florida, summer and winter, being on the Sea coast are quite free from malaria. most of the towns on the St Johns river and in the interior are more or less afflicted in the summer with malaria. the Best Land I saw in Florida is on the East side and between the St Johns River and the Sea Coast, the best adapted to the culture of the orange, but Florida in the main is a poor, barren, and sandy country, being nothing but a sand bar, thrown up by old Ocean in the course of ages, over which some sea bird in its flight has droped a pine cone and other seeds from which the pine forests and other vegetation has sprung, but for its lovely winter climate, it has no superior, and but few equals, it will always be a popular winter resort for Tourists and invalids, A gentleman from New Hampshire, a passenger on the same steamer with me from New York, bought an abandoned plantation, cheap, on Amelia Island, five miles South of Fernandina, invited me to g and live with him, and keep Bachelor Hall, I accepted, I to do the cooking, and he to bring the provisions from Fernande each to pay an equal share of the rent, we had a very pleas time of it, the house was situ ated in a thick jungle, from which you could not see ten rods except in one directio surrounded by magnolia and live oak trees, hung thick with the Spanish Moss like mares tails t the ground, to the Eastward was the sea beach, one of the finest on the whole coast, extending th length of the Island, 18 miles, a sea bath and ramble along the beach gathering shells, was one of enjoyment, to the West a half mile was the Amelia river, whi forms the Island, on each side of the river was extensive marshes and oyster beds, this plan tation is what is called hammo land, and is suitable for the orange tree, my friend plante a grove of 200 trees and other fruit; the last of March my friend wishing to return to New Hampshire, we broke up house keeping and left Fernandina the 22d by steamboat for Savannah arriving next morning; this town is greatly improved in appearance since the war, its enterprise and business is more like a Northern City; it has a splendid Park, Saturday March 25 I took passage in the steamer City of Macon for New York, where we arrived the 28th half froze with the cold, a great change from the weather in Florida, from thence to Detroit on the 2d April, having finished my wanderings for a spell

1887

Benjamin H Gale the author of this Manuscript died in Detroit Michigan _ May 9th 1887 11 O'clock P. M caused by a broken hip, which confined him to the house so long that a fever and General debility carried him off — W. B. Gale
son

43 Voyages 1841 – 1871

Rig	Name Ship	Captain		Date
Sloop	SPARKLSTAR	Henry Squire	Running between Coxsackie & New York	1841
Brig	Juno	Daniel Spooner	Barton Ricketson owner –	1842 3
			17 months whaling voyage in Atlantic 1842 -3	
Sch	Ellen Rodman	Capt Sheppard	owner claimed Hale owed him 25 for outfitting!	
Schr	RENOWN	Warren Howell	packet between New York & Boston	1843
Brig	ST MARY	James Baker	of St John, New Brunswick for W. Indies	1843
Bark	CLERMONT	Moses Trussel	of Thomaston Me. for New Orleans	1844
Brig	ATHENS	Capt. C. Jones	of Newburyport for Hampton Roads, Va.	1844
Schr	RENOWN	(repeat)	Boston to New York	1845
Ship	UTICA	Capt Frederick Hewitt	for Havre de Grace, France	1845
Canal Boat ~~Brig~~	HUDSON RIVER	Capt. Dean	to Buffalo	1845
Brig	Illinois	Capt Mulligan	to Detroit	1845
	Built 14' Canoe – hunting & trapping on Saginaw river.			1845
Brig	Ashland	Capt Geo Howe	Helped fit out, & shipped out at $16. per mo.	1846
at	Buffalo		good wages in fitting out vessels for lake navig.	1846
Ship	Cambridge	Capt Wm Barstow –	bound for Liverpool, in 18 days	1846
Brig	EXCEL	Capt Paul B. [illegible]	bound to Savannah, the wages $15 per mo	1846
		– Note Kingsbury Batchelder letter, Love [illegible], [illegible]		
6 Brig	C.H. Chapin	Chas. B. Smith	New York and Savannah Ga.	
7 Brig	[illegible]	Capt McKean	to Savannah and return to N.Y.	1846-7
Brig	EMILY	Capt Godfrey	Charleston, S.C. waited for [illegible] on dock	1847
Brig	EXCEL	Paul B. Kelley	Savannah packet – repeat	1847
Ship	NEW YORK	Capt. Hill	Bound for Charleston	1847
Brig	WETUMPKA	Capt Waite	from Mobile	1847
Bark	Thetis	Capt. Crosby	bound for New Orleans	1847
Str	CHARTER OAK	Capt Carter	running on Mississippi & Ohio Rivers	1848
Brig	[illegible] Wood	Capt Adams	Tuckapaw Atchafalya River	1848
Brig	SEA	Capt Norton	from N.Y. to Mobile	1848
Brig	CLINTON	Capt Andrews	Savannah packet	1848
Schr	ISABELLA	Capt. Anderson	Boston packet	1850
Schr	SUSAN	Capt. Henry Bray	Savannah [illegible] MIRACLE	1851
Sch	MICHIGAN	Capt Thomas Wyatt	Baltimore packet	1851
[illegible]	[illegible]	Capt. T. Wyatt	trading between N.Y. & Richmond, Va	1851
Sch	SEGUIN	Capt A. Swain	Packet from Baltimore	1852
Brig	[illegible]	Capt David Vance	bound for Bangor, Me	1852
Sch	[illegible]	Capt Samuel Cook	trading to St Petersburgh [illegible]	1852
[illegible]	[illegible]	Capt Geo Allen	bound from Detroit to Ogdensburgh N.Y.	1854
Bark	[illegible] ANNE	Capt Daniel Ingraham	Detroit to Buffalo	1860
Yacht	S.P. Brady	– in charge	fitting her out, St Lawrence to Clayton	1861
Brig	[illegible]	Capt Alex [illegible]	in Detroit and Buffalo grain trade	1862
Schr	DOLPHIN	– as master	from N. Baltimore, Michigan to Chicago	1863
Sch	Kate Kelly	[illegible]	to Buffalo with wheat after fitting her out	1863
Schr	SINAI	Capt Lafayette Jones	Buffalo to Trenton, lumber trade	1863
Steam	SENTINEL	Capt Edward Stoughton	for N.Y. by way of St Lawrence river	1863
Schr	NIGHTINGALE	Capt Fisher	Bay City to Chicago – lumber	1865
Schr	Adriatic	Capt Rice	Grand Haven & " – "	1865
Schr	SWALLOW	Capt Geo. Elsie	wheat for Buffalo & sailed to Detroit	1865
Schr	Daybreak	Capt Blake	Bound to Key West – stone for Ft Jefferson	1871

SAVANNAH Ga.
MAY
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Mr Benjamin H Gale
2d Officer - Brig Emily
Caldwell
Charleston
S.C.